

MINUTES OF MEETING OF COMMISSION OF FINE ARTS
HELD IN WASHINGTON, D. C., MAY 27 and 28, 1927.

The tenth meeting of the Commission of Fine Arts during the fiscal year 1927 was held in its office in the Interior Department Building on Friday, May 27, and Saturday, May 28, 1927.

The following members were present:

Mr. Moore, Chairman,
Mr. Greenleaf,
Mr. Mowbray,
Mr. Delano,
Mr. Taft,
Mr. Garfield,
Mr. Morris,
also Mr. H. P. Caemmerer, Secretary and

Executive Officer.

The meeting was called to order at 9:30 a.m.

1. APPROVAL OF MINUTES OF PRECEDING MEETING: The Minutes of the Meeting held April 14 and 15, 1927, were approved.
2. ARLINGTON MEMORIAL BRIDGE: In accordance with arrangements made, Lieut. Col. U. S. Grant 3d, Executive and Disbursing Officer of the Arlington Memorial Bridge Commission, and Mr. Wm. Mitchell Kendall, representing the firm of McKim, Mead and White, architects of the Memorial Bridge, submitted to the Commission of Fine Arts plans as follows:

1. Water Gate and Bridge Plaza, preliminary lay-out;
2. Bridge Plaza to B Street North, showing sea wall, granite facing, preliminary lay-out;
3. Section of Water Gate (Preliminary Plan)
4. Perspective of the Arlington Cemetery Approach, "Avenue of Heroes"
5. Sketch plan of entire project, including approach at the Lincoln Memorial and the Virginia side of the bridge.

Mr. Kendall explained the plans, which were considered in connection with the Plan for Greater Arlington, prepared by the Quartermaster General, with the advice of the Commission of Fine Arts, and approved by the Secretary of War on November 6, 1925. Col. Grant said the work in building the bridge

had reached the point where the piers are projecting out of the water and that it is contemplated soon to begin on the superstructure, so that it is important to decide on important questions which have arisen in connection with the plans. The first of these is the question of approach to the bridge at the Lincoln Memorial and the Water Gate, as shown in the plans.

Mr. Kendall said the Water Gate had been drawn as contemplated by the Plan of 1901, properly joined to the bridge approach. The Commission decided that all of this construction, namely, the approach to the bridge, the Water Gate and the "River Wall" to B Street North shall be of granite; and likewise, that portion of the approach and "River Wall" on the south side of the Memorial Bridge to the Ericsson Memorial at the point of intersection of B Street South.

Mr. Kendall said the grades had been carefully studied and the seeming excessive height at the entrance of the bridge is offset by the gradual rise from B Street North. The Plaza, he said, is of enormous area, fully 600 feet in length.

The Commission decided that the entrance to the memorial bridge, the plaza, the Water Gate, and the "River Wall" shall be architecturally treated; furthermore, that the granite of the "River Wall" shall extend to mean low water, as for the bridge, and concrete below that. The Commission stated that this is the terminus of a great composition which begins at the Capitol, extends through the Mall to the Potomac River, with three great monumental structures on an axis,--the Capitol, the Washington Monument, and the Lincoln Memorial, and requires an adequate treatment to conform to them.

The next question taken up was that pertaining to traffic in the rear of the Lincoln Memorial. Col. Grant said, "The National Capital Park and Planning Commission has made some recommendation in regard to traffic which I think a wise one. I don't like to raise that question again, but I have a great deal of respect for Mr. Medary and Mr. Olmsted's opinion, and the question was raised by the Planning Commission, without being instigated by me. The following motion was adopted by the National Capital Park and Planning Commission on the subject:

"Action of National Capital Park and Planning Commission,
April, 1927, re Memorial Bridge at Lincoln Memorial.

MOTION: Unanimously carried that it is desirable that provision be made for a road passing under the Memorial Bridge arch (in the abutment) and possibly passing under the approach of the Rock Creek Parkway to the Lincoln Memorial, not to be blocked by any construction that may be going on at present.

MOTION: Unanimously carried that the Lincoln Memorial Approach should be restudied with the view of eliminating some of the complicated details; with the possibility of shore line effect and reducing the scheme to the most simple lines; also that the sea-wall be studied to produce a shore line effect by having it gradually recede into the water at mean-low tide.

Now what that means is the passage of traffic from the Rock Creek and Potomac Parkway and that coming down B Street from the Triangle, through the erection of the new public buildings, which would be met in the rear of the Lincoln Memorial by traffic coming up from Potomac Park and that coming over the Arlington Memorial Bridge. A vortex is created in the rear of the Lincoln Memorial, which the Park and Planning Commission feels will be a constant source of trouble and inconvenience in handling traffic.

As to the second motion,--In looking at the shore line, the Park and Planning Commission feels that because of the sewer a short distance to the north of the Water Gate, refuse would continually collect at the Water Gate and would require constant dredging. The sewer could, of course, be diverted, and doubtless ought to be, but it would cost several hundred thousand dollars to do it, which was not estimated for in these plans. It would cost about \$400,000. As to simplifying the Lincoln Memorial approach, the Park and Planning Commission felt the shore line might come down so that the top of the wall would be about level with the water and there would not be a white line above water."

The Commission decided that, if the sewer is bad for a Water Gate, it is bad generally for the Potomac at that point and that studies should be made with a view to diverting the sewage altogether from this locality.

With regard to the traffic problem, Mr. C. W. Eliot 2d, City Planner for the National Capital Park and Planning Commission, said: "The traffic problem seems to me most important. Notwithstanding Mr. Greenleaf's remarks, at the City Planning Conference, on the subject, it seems to me it would be most unfortunate to throw a huge amount of traffic into the vicinity of the Lincoln Memorial, and the only way we can avoid that is by a study of the grounds. According to the original plans for the Memorial Bridge there was a concealed arch in the abutment, which suggested to me the possibility of using the arch for a road. I feel possibly a little different from Colonel Grant about the formality of the Water Gate. I don't like the road crossing but I think it would be possible to put in two arches (which he indicated on the sketch he submitted), which would avoid conflict of traffic at this point and completely separate the lines of traffic.

Mr. Kendall inspected the plan and said he could not accept it, as it would not be in keeping with the dignity of the Lincoln Memorial. Mr. Kendall regarded the attempt to interfere with the great Lincoln Memorial composition so as to accommodate traffic conditions, most unfortunate. He called attention to the enormous extent of the Plaza and compared it to the Place de la Concorde in the heart of Paris, where the traffic situation is being cared for by police and signal devices---"No one in Paris", he said, "would think of allowing a tunnel under the Place de la Concorde to accommodate traffic".

The secretary stated that the "underpass" for the Memorial Bridge was disapproved several years ago when the designs of the architects for the Memorial Bridge were adopted, as interfering with the beauty and not in keeping with the dignity of the Lincoln Memorial composition; and that because traffic over the Memorial Bridge is to be restricted, the traffic at the rear

of the Lincoln Memorial could be well regulated, without causing congestion.

Colonel Grant said the Park and Planning Commission does not wish to mutilate the plan but felt that an "underpass" could be constructed without interfering with the beauty of the Lincoln Memorial composition and at the same time it would facilitate the traffic situation at this point greatly,-- it is constantly increasing and becomes more difficult to handle. During the Cherry Blossom season 30,000 cars a day pass here.

Mr. Greenleaf said he would like to get some idea of the character of the traffic,--whether trucks and any kind of traffic will be allowed over the Memorial Bridge. "In the Westchester County Park system", he said, "busses are kept from the park roads. I feel we should maintain here a broad, majestic sweep of the whole composition, having simplicity and dignity. We should not sacrifice a great plan for automobiles."

Mr. Morris said he would not regard an "underpass" an obstruction to the Plan and that he had confidence in the great experience and ability of Mr. Kendall and his firm that they could design an "underpass" or tunnel the entire length of the Plaza, which would not interfere with the Water Gate. Mr. Delano agreed with him.

Colonel Grant said if an "underpass" or tunnel is built it would cost several hundred thousand dollars not estimated for, but he felt because of traffic problems at this point in the rear of the Lincoln Memorial at least a thorough study of the situation, without doing damage to the Lincoln Memorial composition, should be made.

Mr. Greenleaf said he could not see how there would be such a great conflict of travel at this point, since in his opinion 90% of the traffic would come down from the Rock Creek and Potomac Parkway and only a very little over the Memorial Bridge to the city and practically none from Potomac Park north at the Lincoln Memorial. Mr. Eliot replied that it may be true that there is much more traffic going south to Potomac Park and west over the bridge, than there is returning, but the fact is there is a conflict of traffic which should be avoided and the time to do it is now. Col. Grant said he felt people will have greater respect for the Lincoln Memorial if they find the traffic problem has been solved in the development of the composition than if the Arlington Memorial Bridge were built with the traffic problem left unsolved. Mr. Greenleaf thereupon again called attention to the great space provided for by the Plaza and said he regarded it a one-way thoroughfare, since over 90% of the traffic would either go to Potomac Park or pass over the Memorial Bridge.

Colonel Grant called attention to the increasing amount of traffic resulting in this locality from the construction of public buildings on the Triangle and also by the new buildings of the Department of Agriculture south of the Mall, and the Bureau of Engraving and Printing.

Mr. Moore said the traffic would be bad, if at all, only certain hours

of the day. Parades coming down B Street would only take place from time to time. On Armistice Day at the burial of the Unknown Soldier, there was a terrible jam, and as a result of which Congress finally enacted the law authorizing the construction of the Memorial Bridge. But that traffic congestion was due to the very bad management of traffic that day. At that time (1921) the Key Bridge was scarcely finished and everything went over the Highway Bridge, where the motor vehicles had to contend with street cars going over the bridge in both directions.

Mr. Delano suggested why not carry a line of traffic entirely out of sight, so that the two lines of traffic in the rear of the Lincoln Memorial would never meet and avoid congestion of traffic in the future. Mr. Greenleaf replied "The plan should be carried out on a magnificent scale and should not be subordinated to possible traffic conditions. But I am speaking now to your point", Mr. Delano, "whether traffic conditions might not in the future cause congestion? We can say in all probability for years to come the tendency of the traffic is to sweep down the river and not in contrary direction. I would like to see the traffic situation handled adequately at this point but not at the sacrifice of the composition, and would condemn a scenic railway device to meet it. If the motor can be placed in a tunnel by all means do it."

Mr. Morris said that the only schemes that we have seen are these here. Mr. Kendall is a man of enormous resources and given a problem he will not be satisfied with less than 100% solution. Mr. Kendall said it will ruin the slope and the Water Gate to put the tunnel into it.

Mr. Taft said it would seem to him the Water Gate would be much more appreciated if seen from an "underpass" below the Plaza. Mr. Kendall pointed out that if the tunnel goes in it would be underneath about the middle of the Plaza, away from the Water Gate; also, he said, it would be necessary to consider the approach to the Plaza level at the intersection of the Rock Creek and Potomac Parkway and B Street North. "I feel", he said, "we must not lose sight of the fact that we have a great big problem to handle here, and should not sacrifice it to utilitarian problems. We have a great composition."

Mr. Moore said there will always be a traffic problem here until you get the State of Virginia to provide an adequate approach to the Key Bridge and straighten out conditions at the Virginia end of the Highway Bridge. When the Memorial Bridge is finished they all will want to come over it, but of course traffic over it will have to be carefully regulated. Trucking must not be allowed on it.

Mr. Kendall said "We have always regarded this bridge as a Memorial Bridge and the Lincoln Memorial as a memorial. I remember Mr. McKim speaking of it years ago. He felt people should stop at the Lincoln Memorial and take off their hats when passing it".

Mr. Greenleaf said, "We are talking now about conditions 50 years from now. By that time a new Highway Bridge will have been built and other bridges in addition to the Key Bridge will be to the north of the Memorial Bridge. We

should remember the Memorial Bridge is part of the Park System of the District of Columbia, particularly that part between the Key Bridge and the Highway Bridge, on both sides of the river, and connecting with the Arlington National Cemetery."

Mr. Morris said he has occasion to drive through the Bronx continually, and there is a great rush of traffic. In his opinion it would be best to solve any evident traffic problem near the Lincoln Memorial now. Colonel Grant said he wished the question could be decided today; that the engineers have reached the point where they must know; an arch would cost about \$80,000, and a tunnel would be much more costly.

As to the Water Gate, Colonel Grant said, "I was very much surprised to find that the estimates were based on concrete steps, and if you are going to have steps I cannot help but believe they ought to be granite steps, which would, of course, involve additional cost. I feel everything of this kind we should pick up and place it before the Arlington Memorial Bridge Commission and make them realize we are increasing the cost.

Mr. Moore suggested meeting the situation by trying to make some compensation, taking it from part of the project where it will not be actually needed; for example, he said, the Arlington Memorial Bridge report shows that over \$2,000,000 was allotted for Columbia Island. It is very important that the Memorial Bridge approach and the Plaza be absolutely right.

Mr. Greenleaf emphasized the fact that we are building here a "river wall", which should be of granite to harmonize with the Memorial Bridge and not a mere retaining wall.

Consideration was then given to the Virginia side of the Memorial Bridge, in connection with which the Greater Arlington Plan was considered. Mr. Greenleaf explained that the diverging lines at the entrance to Arlington shown on the Plan (which he said look like an octopus) are simply indications of future lines of traffic, made at the time the plan was prepared in the Office of the Quartermaster General. They have no significance as a matter of design. The design as an entirety at this point should be studied in relation to the bridge ending.

Mr. Kendall called attention to a perspective he had prepared, of an "Avenue of Heroes", which he suggested for the Virginia end of the Arlington Memorial Bridge. According to the Plan, it would cross the grounds of the Agricultural Department Experimental Farm and reach its terminus at the foot of the Arlington slope.

While the perspective was interesting, it was shown by measurement and considered in connection with the topography that it would be necessary to change the design to meet existing conditions. For instance, Mr. Greenleaf called to attention that, in addition to depressing the railroad in a tunnel under the approach to Arlington Cemetery there is a road for general traffic so as to be depressed. Then also, the Greater Arlington Plan provides for the Mount Vernon Boulevard and the park drive up the river. Mr. Greenleaf

also called attention to the wall indicated in the Plan, near the river, as a boundary wall to Arlington Cemetery, and raised the question if, as is customary in Military Cemeteries, to close entrances, it will be necessary to have the usual formal gateway at the entrance to Arlington at the Virginia terminus of the bridge, which would be directly at the beginning of the Avenue of Heroes, or will some other provision be made; this is an important matter to be settled.

The Commission thereupon inspected photographs submitted by Mr. Kendall of sculpture proposed for the Memorial Bridge:--

An eagle, designed by Paul Jennewein, sculptor, for the large disks (each 12 feet in diameter), on both ends of each of the river piers. Mr. Taft was highly pleased with it and the Commission approved it.

Statuary for the Memorial Bridge. Mr. Taft said the figure could be improved and should receive further study.

The Commission then adjourned for luncheon, at one o'clock, and returned to meet in executive session for further consideration of the project.

Mr. Moore said: "After talking with members of the Commission, I take it the first thing the Commission of Fine Arts is interested in is this,--the Commission is interested in seeing a proper termination for the central composition for the city of Washington; that it recognizes the changed traffic conditions, and that in so far as those conditions can be made, without sacrificing the essentials of the Plan, we could meet them,--is that the general situation? Is that a statement of the problem?"

The Commission agreed that they thought so.

Continuing, Mr. Moore said, "Now there are two questions brought up, the question of traffic by the engineers of the War Department, and the question of making a continuous river line. We have to contend with engineers of the War Department who have to do with rivers and harbors, and if we cannot accommodate ourselves to the ideas of the engineers we must say so."

The Commission unanimously agreed that they disapprove paragraph 2 of the action by the National Capital Park and Planning Commission, heretofore quoted, in which they recommend a low sea wall, and decided that the Water Gate and River Wall to B Street North shall be of granite, as provided for in Mr. Kendall's plan.

As for the "underpass" and tunnel, Mr. Morris and Mr. Delano said that they would not want to decide this question until it had been tried; that they felt confident in Mr. Kendall's ability to reach a satisfactory solution through study of the problem without impairment of the beauty of the composition, which, of course, must be preserved.

Mr. Kendall said: "I can try it out, but I am quite sure there can be no solution. This is such a vast area and it would seem to me to be entirely sufficient to take care of the traffic."

The Plaza Plan was then again carefully inspected, and the possibility of moving the steps the width of the road to allow for the "underpass" from B Street was considered. Mr. Delano said, "If there is a possibility of solving the problem now, would it not be well to give it a trial? In my opinion even the engineers of the Park and Planning Commission do not wish to mutilate the Plan and they are simply trying to meet a bad traffic situation, which they feel is bound to arise a few years hence".

The Commission agreed that the solution suggested is worthy of a trial and asked Mr. Kendall if he would be willing to make studies to provide for a tunnel. Mr. Kendall said he would endeavor to prepare such a study and submit it to the Commission.

3. AGRICULTURAL DEPARTMENT BUILDING: By letter dated May 13, 1927, the Secretary of the Treasury submitted plans for the central portion of the Agricultural Department building, as follows:

"There are forwarded to you drawings prepared by Messrs. Rankin and Kellogg, for the center wing of the Agriculture, Department, this city, on which this Department would be pleased to have the comment and advice of the Commission."

Mr. Louis Simon, Chief of the Architectural Division, Office of the Supervising Architect, and Mr. John Rankin, Architect, of Philadelphia, were present to discuss the plans with the Commission.

Mr. Rankin said that his firm strongly disapproves the large arched windows on either side of the front colonnade and in the connecting corridors and said his firm and the Secretary of Agriculture favor the treatment shown on the flap attached to the plans.

The architect members of the Commission inspected the plans, and upon their recommendation the plans were approved, with the understanding that the arches in the passageway of the first bay of the building are eliminated and that the pilasters on the terminating pavilion are suppressed and plain surfaces substituted, with proper treatment of the windows. The plans are to be resubmitted to the Commission showing these changes. The Secretary of the Treasury was informed accordingly. (Exhibit A).

4. DEVELOPMENT OF THE "TRIANGLE": Mr. Delano reported that the Architectural Advisory Board, appointed by the Secretary of the Treasury to make a restudy of the Triangle with a view to giving it a treatment similar to the Louvre, as had been recommended by the Commission of Fine Arts, rather than many individual buildings, has been having several meetings, and that the architects are now making studies, which will be submitted and studied at further conferences at the Treasury Department.

5. LOCATION OF THE ALBERT GALLATIN STATUE: Under date of May 4th the Secretary of the Treasury submitted the following letter to the Commission, requesting advice as to the location of the proposed statue to Albert Gallatin, Secretary of the Treasury from 1801 to 1814, as follows:

"There is transmitted herewith for your attention a communication from Mr. J. E. Fraser concerning the location on which to erect the Albert Gallatin statue.

By Joint Resolution approved January 11, 1927, said statue will be placed opposite the north entrance to the Treasury Building and within the grounds occupied by such building or at such other place within such grounds as may be designated by your Commission, subject to the approval of the Joint Committee on the Library.

I take the liberty of suggesting that said statue be placed on the grounds of the Treasury Department opposite the west entrance, and quote the following from a report made by the Acting Supervising Architect for your information:

The statue of Albert Gallatin may occupy any position within the (17' x 69') area of the platform at the base of the main steps and next above the street sidewalk level. This platform, composed of granite flagging, is understood to bear directly on the earth below, in which there are no voids or open spaces formed by masonry known to exist. Sufficient of the flagging would have to be removed and a suitable concrete foundation to receive the base (pedestal) of the statue, of sufficient depth (approximately three feet) to get below frost line, should be constructed."

The Commission unanimously approved the suggestion of the Secretary of the Treasury that the statue be placed opposite the west entrance of the Treasury Department (Exhibit B).

The Commission had at their meeting on April 14 and 15, 1927,

considered this question and concluded that the site suggested for the statue on the north side of the building, where it would be in the sunken terrace, was undesirable for a statue, and that by far the best location in the Treasury Department grounds is at the west entrance, where it could be placed symmetrically with the pediment, and correspond to the Alexander Hamilton statue by Mr. Fraser on the south side of the Treasury Department building.

6. NAVY AND MARINE MEMORIAL: In accordance with arrangements made by direction of the Chairman of the Commission, Mr. Delano as in charge of the committee to make an inspection of the 1/6 scale model for the Navy and Marine Memorial, made such an inspection with Mr. Morris, and submitted photographs of the model, which showed the changes suggested by the Commission at the meeting on April 14, 1927, together with a letter addressed to Mr. Delano by the sculptor, Mr. Begni del Piatta, as follows:

Navy and Marine Memorial
12 West 8th Street New York City

May 25, 1927.

William Adams Delano, Esq.,
126 East 38th Street,
New York City.

Dear Mr. Delano:

Mr. William Fellowes Morgan, Jr., Chairman of the Executive Committee of the Navy and Marine Memorial Association, has asked me to send to you directly the three enclosed photographs of the one-sixth size model of the Navy and Marine Memorial, showing the modifications agreed upon.

These modifications are the elimination of the front shield, the remodelling of one curve of the wave at the right side, the elimination of the two small curves inside of the wave, the accentuating of the fins on the heads of the two dolphins, and the bending on one side of the central isolated gull.

Thankin you for your consideration, I remain

Sincerely yours,
Begni del Piatta."

Mr. Delano also received a photograph from the Navy and Marine Memorial Association showing a birds-eye view of the base of the Navy and Marine Memorial, which he submitted to the Commission.

Mr. Taft inspected the photographs and said they showed that the sculptor had improved the model greatly. The Chairman said that if the Commission is satisfied with the model it can be approved. Thereupon, upon motion properly moved and seconded, the Commission approved the model for the Navy and Marine Memorial. (Exhibit C). It was understood that in connection with this approval, the Commission agreed to the reduction in size of the monument, and that also the pedestal, which had been designed by Mr. Harvey Wiley Corbett, Architect, was approved as part of the model.

7. HOUDON BUST: The secretary stated that the Department of State was desirous of having a further statement with regard to a Houdon Bust proposed for the Pan American building, and for which Congress has appropriated \$1,000.

Mr. Moore said that while the Commission had recommended that the Department of State secure the necessary authority from the Regents at Mount Vernon to make a copy of the original cast there, he had been informed by one of the Regents that they had their annual meeting but no such request was presented by the Department of State. Mr. Moore said further that he inspected the bust of Washington, said to have been made by Houdon, which is owned by the widow of the late Admiral Davenport, but that it does not look much like the Houdon and that this one is without doubt one by Clark Mills.

Mr. Taft said he felt that Piccirilli Brothers, Stonecutters, 467 East 142d Street, New York City, would make a copy of the original Houdon bust at Mount Vernon for \$1,000. The Commission requested that the secretary secure a statement from them on the subject. (Exhibit D).

8. GATES FOR THE NEW BRITISH EMBASSY: Under date of April 22, 1927, the following letter was received from Sir Esme Howard, the British Ambassador, requesting advice as to a design for the gates for the new British Embassy:

British Embassy, Washington
April 22nd, 1927.

My dear Mr. Moore:

I have received from Mr. Lloyd, whom Sir Edwin Lutyens has left behind in Washington to help with various details as regards the construction of the Embassy, the accompanying sketch of the gates for the new Embassy facing the Massachusetts Avenue entrance.

Mr. Lloyd tells me that it was arranged between yourself and Sir Edwin Lutyens that this sketch should be submitted to you, and I have much pleasure in forwarding it to you herewith.

You will perhaps let me know what you think of it in due course, unless you prefer to write directly to Sir Edwin Lutyens in London.

Yours very truly,

Esme Howard

Charles Moore, Esq.,
The Commission of Fine Arts,
Washington, D.C.

Mr. Moore said that Sir Edwin Lutyens had informed him that he felt it very desirable to have information from the authorities here in Washington as to what they can do in the matter of crossings for parking spaces; whereupon, Mr. Moore said, he took it up with the District Commissioners' office and understood from them that they would do what they could to meet the wishes of the British Ambassador in this matter.

The Commission approved the design, and informed the British Ambassador accordingly. (Exhibit E).

9. MONUMENT TO GENERAL ROGERS: Lieut. Col. Robert Sterritt, Quartermaster Supply Officer, War Department, submitted a design through the secretary for a monument to Major General H. L. Rogers, Quartermaster General, to be erected in the Arlington National Cemetery in accordance with specifications that had been prepared.

The Commission inspected the design and recommended an improvement in it by lowering the base and thereby adding to the height of the monument. Mr. Moore submitted a revised inscription from that shown on the design, which the Commission approved, as follows:

Major General Harry L. Rogers
1867 - 1925

Chief Quartermaster American Expeditionary Forces
in the World War, 1917 - 1918.

Quartermaster General United States Army, 1918 - 1922.

Erected by his friends.

The secretary conveyed this information to Lieut. Col. Sterritt, with the request that a revised design be submitted to the Commission in accordance with these recommendations, and showing also incised lettering of the classical type. Such design was resubmitted and thereupon approved (Exhibit F).

10. PAINTING, "Spirit of '76": On April 16, 1927, Mr. George A. Owen, of Hartford, Connecticut, forwarded to the Commission a letter and a newspaper reproduction of the Painting "Spirit of '76" by Archibald M. Willard, of Cleveland, with the following recommendation:

"Inasmuch as the 'Spirit of '76' has been universally accepted on canvas and on numberless demands for reproductions, would it not be fitting that America's Capitol should have this group inspiration perpetuated in Bronze?"

"Original Painting at Abbott Hall, Marblehead, Mass., by Archibald M. Willard, of Cleveland, Ohio, Artist. A veteran of the war for the union. Painted from life. The central figure was the artist's aged father Rev. Samuel Willard, son of a Revolutionary Captain. The fifer was Hugh Mosher who served as fifer during the Civil War, comrade of Artist Willard. The drummer boy was Harry Devereux, now living at Cleveland, Ohio (1926), son of General Devereux of civil war fame, who purchased the painting (for \$5,000) after its exhibition at the Continental Exposition, Philadelphia, 1876, and later at Corcoran Art Gallery, Washington (and its tour of the larger cities of the United States at the expense of government on account of its patriotic up-lift) and presented it to his home town, Marblehead, Mass., where it remains on permanent exhibition. A duplicate was recently made for the new Municipal Building, Cleveland."

The Commission advised that if a bill is introduced in Congress providing for this reproduction in bronze and referred to the Commission, a report will be made. The Commission thought that it would be difficult to reproduce this painting acceptably in bronze (Exhibit G).

11. AGRICULTURAL DEPARTMENT WORLD WAR MEMORIAL: The secretary read the following letter received from the Agricultural Department World War Memorial Committee regarding an inspection of their model:

United States Department of Agriculture
Mr. Charles Moore, Chairman, May 20, 1927.
Commission of Fine Arts, Interior Dept. Bldg.,
Washington, D.C.
Dear Mr. Moore: In accordance with your suggestion, communicated to

this committee by Mr. Caemmerer, I requested Mr. Delano and Mr. Morris to meet the committee at Mr. Flanagan's studio Monday forenoon, May 16. They were accompanied by Mr. Fraser, the former sculptor member of the Commission.

The gentlemen seemed to be much pleased with the progress Mr. Flanagan had made on the memorial since their visit a few weeks ago. It seems that at that time they made certain suggestions which had already been incorporated. There were, however, a number of minor points which came up last Monday, and after having discussed them with Mr. Flanagan the latter agreed that they should be adopted.

Mr. Flanagan expects that he will have the working model completed within six weeks. When completed he is to notify me and also Messrs. Morris, Delano and Fraser who expressed their willingness to go to the studio again to advise this committee as to whether final approval should then be given.

I have already thanked these gentlemen in person. I wish now to thank the Commission, through you, for the very valuable assistance rendered by Messrs. Morris, Delano and Fraser.

Sincerely,

W. C. Henderson, Chairman,
Department of Agriculture Memorial Committee.

Mr. Delano said there might be some doubt about the rate of progress, but that Mr. Flanagan was going on ahead with the work, with a view to completing the full-sized model as soon as possible. The Commission expressed their appreciation of the attention given to the model by Mr. Delano, Mr. Morris, and Mr. Fraser.

12. MERIDIAN HILL PARK: Lieut. Col. Grant, Director of Public Buildings and Public Parks of the National Capital, submitted through Mr. Horace W. Peaslee, architect, a design for the W Street wall between 15th and 16th Street, and a section study of the design. *(The Commission approved the design)*

Mr. Peaslee stated that the design called for a wall $4\frac{1}{2}$ feet high on the average, varying from 3'9" to 5'3". He said the wall is designed to save the existing sycamore trees in that part of the park.

The Commission were pleased with the design and approved it.

The Commission again recommended to Col. Grant that planting be provided in the Lower Garden as soon as possible; and that the Buchanan Memorial be

set in place as soon as the grades are fixed. Col. Grant said the grades are about right for the monument and that he would do what he could to have the monument erected in the near future; that the planting will be done as soon as the W Street wall is built, on which his Office will proceed immediately.

Col. Grant inquired as to the status of the model for the Buchanan Memorial, and he was informed that the Commission of Fine Arts had approved the full-sized model, and that they understood the erection of the monument was being held in abeyance until there was assurance that the Lower Garden would be completed.

Mr. Peaslee submitted a suggested sketch for a "Treve Fountain" treatment at the space at the end of the terrace along Sixteenth Street, from which the entrance has been eliminated by request of the Commission, and which he said leaves a gap. The Commission regarded the sketch interesting, and advised that this end of the terrace should be given special study and that it would be a good site for a memorial; but that this matter could be held in abeyance and could be taken up when the Lower Garden is more nearly completed. (Exhibit H).

13. NEW FILTRATION PLANT: The Commission made a trip of inspection to the new Filtration Plant, along the Conduit Road, near the District Line. The Commission recalled that Mr. Delano had given the design special attention and had advised the Office of the District Engineer in Charge of Washington work frequently in regard to it. Mr. Moore said the plant presents a fine appearance.

The Commission walked over the grounds of the Filtration Plant and were pleased with the building. It was noted that variegated brick had been used, which in their opinion, however, did not present such a great contrast as had been indicated by the samples submitted. The Commission complimented Mr. Delano on the successful outcome of the structure.

The new Filtration Plant will have a capacity of 80,000,000 gallons a

day, and costs \$2,000,000. The structure, which covers an area of 350 x 250 feet, is well lighted by many windows, in contrast with the dark interiors of many filtration plants throughout the country. The building has a 120 foot tower, forty feet square, artistically designed, to be used as storage space for chemicals. Great electrical pumping machines will supply the city with water. The subterranean construction comprises,--sandfields, through which the water is filtered, one underground storage reservoir, two coagulating basins, and a mixing chamber where the chemicals are mixed with the raw Potomac river water to render it pure for drinking purposes. It is proposed to do some planting on the grounds after the construction work is completed. The project provides also for residences for the employes of the plant. It is expected to place the new Filtration Plant in operation early in July, 1927.

14. PLANS FOR ENLARGEMENT OF THE CAPITOL GROUNDS AND DEVELOPMENT OF

UNION STATION PLAZA: By letter dated May 24, 1927, Mr. Wm. E. Parsons, of Chicago, consultant to the Architect of the Capitol, submitted plans for the enlargement of the Capitol Grounds and the development of Union Station Plaza, as follows:

"I am sending under separate cover three studies for the enlargement of the Capitol Grounds. These are:

First: A revision of the plan I have already shown to you, bringing the proposed avenue through to the Mall, and advancing the Capitol Grounds, in effect, to 2nd Street.

Second: The avenue located according to Act of Congress on a line from the west fountain at the Station to the Peace Monument. This has the merit of being direct, but cuts off the corner of the Capitol Grounds, and cuts through the park instead of making a frame for it.

Third: Bringing the proposed avenue to the intersection of C and 1st Street, thence turning on 1st Street to reach the Mall.

These are the three schemes that have been suggested, but there are, of course, many variations of each. I shall be most interested to hear what you and other members of the Commission think on this subject."

The Commission gave these plans special consideration after dinner in the evening, as the guests of Mr. Delano, at the Metropolitan Club. Mr. Arthur Brown,

Architect, of San Francisco, who is a member of the Architectural Advisory Board of the Secretary of the Treasury with Mr. Delano, was also present, The other members of that Board are Mr. Medary, Mr. Ayres, Mr. Bennett, and Mr. Louis Simon. *and Mr. John Russell Pope.*

Plan No.2, which contemplates taking off a corner of the Capitol Grounds, was disapproved. Plan No.3, which brings the proposed avenue from the Union Station to the intersection of C and 1st Streets, was not favored.

Plan No.1 provides for enlarging the Capitol Grounds with an approach from the west, as contemplated by the Plan of 1901, the development of Union Station Plaza, and an avenue direct from Union Station to Third Street and Pennsylvania Avenue. Other features of the plan are,-a site for the Supreme Court of the United States, along First Street, N.E., between East Capitol Street and Maryland Avenue; House Office Annex; new Botanic Garden and new site for the Bartholdi Fountain in squares adjacent to the southwest corner of the Capitol Grounds; development of Union Square; rearranging street car lines, to go from Pennsylvania Avenue by way of Third Street and thence up B Street South, instead of winding along the west side of the Capitol Grounds as at present; and terrace along the north side of the Capitol Grounds, forming part of the Union Station plaza development. Underneath the terrace there is to be a garage for the use of members of the Senate. The Commission noted that the proposed avenue from Union Station will also provide a more direct approach from Pennsylvania Avenue to the Union Station by street car, with a loop by way of the Senate Office Building to the Union Station.

The Commission noted also that this Plan prepared by Mr. Parsons joins a tentative plan prepared by Mr. A. L. Harris, Municipal Architect, for a Civic Center along Pennsylvania Avenue, between Third and Sixth Streets, N.W.

Plan No.1 was generally approved, and Mr. Parsons was informed accordingly. It is understood he will submit more detailed plans to the Commission at the next meeting. (Exhibit I).

ON SATURDAY MORNING MAY 28th THE COMMISSION
RESUMED THE SESSION AT 9:00 A. M.

All member and the secretary were present, excepting Mr. Greenleaf, who had to return to New York City Friday evening.

15. M STREET BRIDGE: Mr. H. R. Howser, Jr., Assistant Engineer in the Bridge Department of the District Commissioner's Office, appeared before the Commission in behalf of Mr. David E. McComb, District Engineer of Bridges, to consider further the design for the new M Street Bridge. Mr. Howser submitted sketches showing suggestions in the design which had been recommended by the Commission at the April meeting.

The secretary stated that the question of general treatment of the bridge in relation to the Rock Creek and Potomac Parkway had been taken up with the National Capital Park and Planning Commission (Exhibit J); and a further reply had been received from Lieut. Col. Grant, Executive and Disbursing Officer of that Commission, by letter of May 24, 1927, as follows:

"I am returning herewith the blueprint of the M Street Bridge, which was submitted to the National Capital Park and Planning Commission at its last meeting and on which the following action was taken:

MOTION unanimously carried that the Commission believes a 40' roadway across the bridge is ample, but sidewalks might be reduced to 6' and be usable width. So far as roadway under these bridges is concerned, does not believe a 40' roadway will serve the needs, and that there should be a 54' roadway in the valley. Believes adequate roadway can be provided with bridge as proposed to be constructed.

It is proposed to take up with the District Engineer Commissioner the possibility of widening the span crossing the roadway, if necessary to do so.

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"As a Planning Commission we did not feel that we could very well make any recommendations as to the appearance of the Bridge, especially as the appropriation available does not seem adequate for a more attractive or decorative treatment."

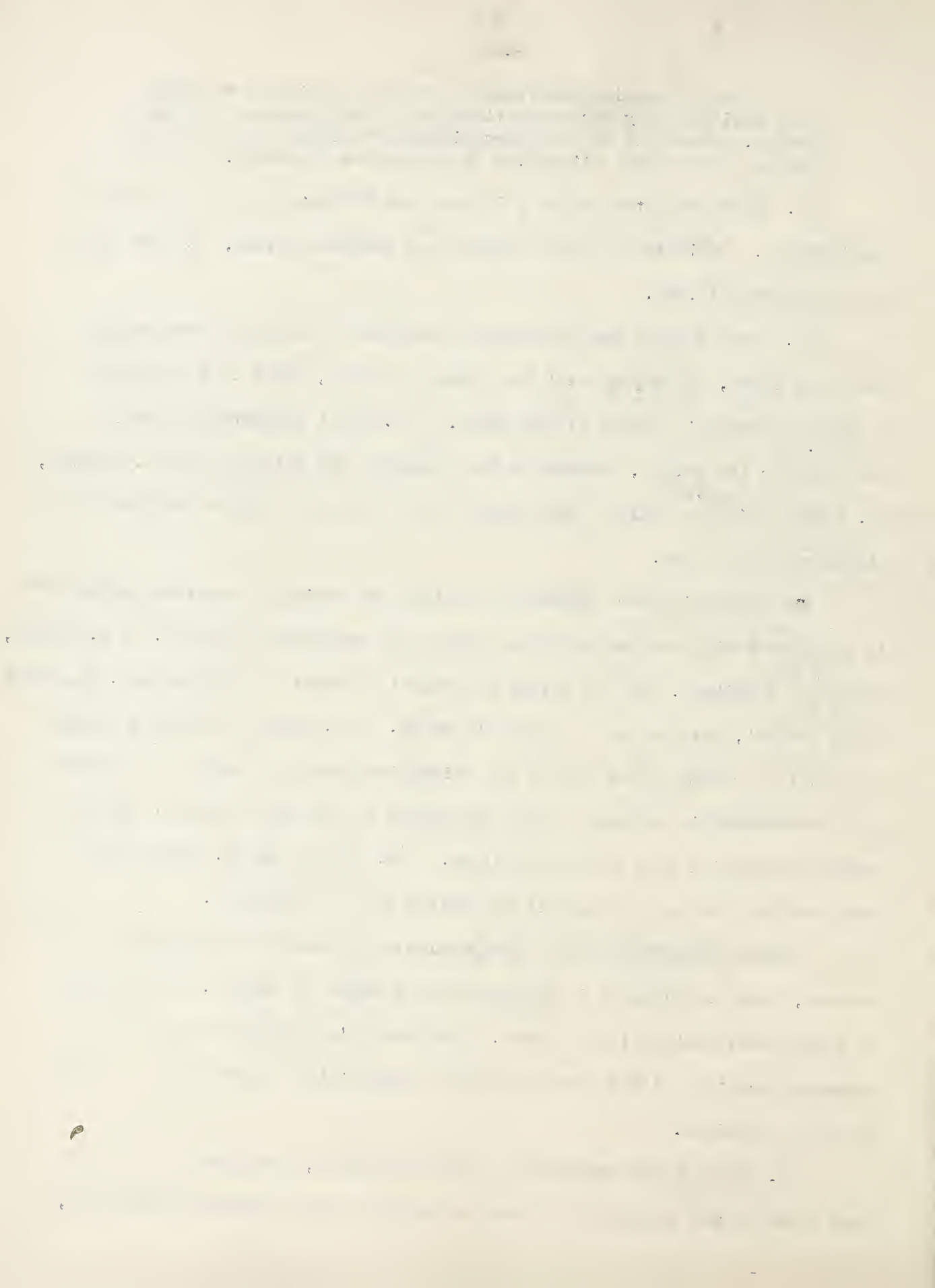
Mr. Howser said the bridge will carry one 48" water main and electric light cables. It is to be a steel girder and concrete bridge, 245 feet long and will cost \$217,000.

Mr. Moore said he was particularly desirous of having a fine bridge over Rock Creek, in keeping with the A Street Bridge, and called attention to Bertram Goodhue's bridge at San Diego. Col. Grant suggested a span of one arch for the bridge, similar to the Alexander III bridge in Paris. However, Mr. Howser said the banks of Rock Creek are not strong enough to support the stress of such a span.

The Commission were especially desirous of having an architect advise in connection with the design of the bridge and recommended that Mr. A. L. Harris, Municipal Architect, and the Bridge Department cooperate in this matter. Mr. Harris, being present, said he would be glad to do so. Mr. Morris prepared a sketch to show the bracket at the end of the bridge incased in concrete. A feature to be considered in connection with the design is the Rock Creek and Potomac Parkway which will pass under the bridge. Mr. Harris and Mr. Howser will make further studies and resubmit the design to the Commission.

16. STREET WIDENING PROJECT: The Commission deplored the widening of streets, which is going on in Washington in a number of places, and resulting in a wholesale destruction of trees. The Commission recommended that in widening streets a plan be prepared which contemplates preservation of trees as far as possible.

Mr. Moore called attention to New York Avenue, along which the trees were saved in the widening of it and to the work done at Harvard University,



where trees fully 25 to 30 feet high were transplanted successfully. Mr. Moore said Connecticut Avenue has been widened from K Street to Dupont Circle, but that simply saplings have been planted where formerly were large trees, and that as a result Connecticut Avenue will be wretchedly hot this summer.

The Commission suggested that the National Capital Park and Planning Commission prepared a plan which would provide for widening a city street but saving the trees. The Commission also advised that hereafter when an estimate is submitted by the District Government for widening a street, a plan be prepared for such widening at the same time, and that the estimate should include the cost of taking care of the large-sized trees. *See Exhibit J-1*

17. GORDON JUNIOR HIGH SCHOOL: Mr. Harris submitted a sketch showing a proposed lay-out of the Gordon Junior High School, at 35th Street and Wisconsin Avenue, N.W., for the purpose of securing the advice of the Commission as to the location of the building in relation to the playground area. Mr. Harris described the site as "a hole in the ground", which real estate men would not use for building purposes, and showed from his sketch how difficult it was to place the building with reference to it. The tract is at the end of a triangle, which would prevent expansion. Mr. Harris said the sketch contemplates erecting the building on the south side of the tract so as to face north but the grounds would slope upwards; an apartment house would be in the rear of building. The Commission suggested to Mr. Harris that he try placing the building on the north side of the tract so as to face south.

Later in the day members of the Commission visited the site and it was noted that the site was as bad as Mr. Harris had described it and that it presents a very difficult problem for locating a school building. There is a church at the extreme end of the triangle. Mr. Delano said he would be

in Washington on Thursday, June 2d, at which time he would be pleased to visit the site with Mr. Harris.

Mr. Harris complained of the fact that the District Government is hampered in the way of funds to buy school sites of the first-class, there being a further restriction placed by Congress to the effect that a school site shall not be bought for more than 25% above the assessed valuation. Mr. Harris said the District Commissioners have too often been required to buy "any old hole or any old hill".

18. WATER TOWER, CATHEDRAL HEIGHTS: Mr. Harris submitted a sketch for a Water Tower, to be 128 feet high, round with conical top, and to hold 150,000 gallons of water; to be erected $3\frac{1}{4}$ of a mile beyond the Cathedral. The Commission approved the sketch.

19. CIVIC CENTER: Mr. Harris submitted a design showing the Civic Center proposed by the Commissioners of the District of Columbia north of Pennsylvania Avenue, between Third and Sixth Streets, N.W., and extending north to Louisiana and Indiana Avenues to Judiciary Square, on center with the District Supreme Court building. Mr. Harris said the District Commissioners had instructed him to make the design in view of the plans under way to develop the Triangle south of Pennsylvania Avenue, without providing for additional buildings for the District Commissioners.

The Civic Center would join the Capitol Enlargement plan at Third and Pennsylvania Avenue, and extend along Pennsylvania Avenue to Sixth Street. There would be a parking space shaded by trees, in the center of $4\frac{1}{2}$ Street, which is 90' wide, extending from the District Supreme Court Building down to Pennsylvania Avenue and the Mall. The Commission recommended that the square along Pennsylvania Avenue between Sixth and Seventh Street be included

in the Civic Center Group, since it belongs in the composition and to omit it would leave an undeveloped end to the group; it would provide park space that would add to the setting of the Civic Center, with the proposed Department of Justice building diagonally across Seventh and Pennsylvania Ave., at the Center Market site.

There were no indications on the design as to the buildings contemplated for the Civic Center group, but among those mentioned are a Police Court building, a Municipal Court building, a Recorder of Deeds building, Administration Building, Fire Department building, Juvenile Court building.

The Commission favored the project, and said they would cooperate with the Commissioners of the District of Columbia in its further development.
(Exhibit K and K-1)

20. KEY BRIDGE APPROACH AND DEVELOPMENT OF M STREET: Mr. Harris submitted a study for an approach to the Key Bridge on the District of Columbia side, and the widening of M Street, with parking space in the center, giving it a "boulevard" treatment.

The secretary stated that he had been informed by Mr. Peaslee that certain chapters of the American Institute of Architects have volunteered a study of the approaches to Washington, and through whom expert advice will be given. Among these are:

New Jersey Chapter,--Key Bridge approaches, both District of
Columbia and Virginia side;
Fifteenth and H Street, N.E.,--Rhode Island Chapter
South side of Washington Monument, including Long Bridge;--
Boston Chapter
Sixteenth Street Heights,--Philadelphia Chapter;
Aviation Field, Anacostia: School of Architecture at Yale.

These plans are to be brought to the attention of the Commission of Fine Arts when completed. The Commission took no action as to the design submitted by Mr. Harris other than saying it was an interesting study, and would be considered in connection with a further development of the project.

21. CENTRAL POWER PLANT, BUREAU OF STANDARDS: Under date of May 4, 1927, Dr. George K. Burgess, Director of the Bureau of Standards, submitted a design for the new Central Power Plant to be located at the Bureau of Standards. The design had been prepared by Mr. W. I. Deming, Architect of this city, and a set of blueprints had been sent to Mr. Delano for comment. Mr. Delano had suggested consulting with the architect at the meeting of the Commission, as there were several matters to be considered in connection with the design.

Dr. Burgess and Mr. Deming appeared before the Commission to discuss the plan, and of which they had made a further study. It was explained that the Bureau of Standards now has about 20 buildings, which would be heated by this plant, occupies 45 acres, and has about 700 employees. The Bureau uses 300 tons of coal a month.

It was noted that it was proposed to erect the building on the north side of the grounds, adjacent to VanNess Street. Dr. Burgess said the design had been drawn so as to handle the coal and ashes in the most expeditious manner. The question of locating the chimney received special consideration. The design indicated that the chimney is to be 200 feet high, with a diameter of 11 feet (inside measurement) and placed on the west end of the building. The Commission felt that it would be better to locate it on the axis of existing buildings; or, if possible, built into the boiler room. Dr. Burgess thought that this would be impossible without increasing the cost of the building, since it would increase the size of the boiler room and cost beyond the limit fixed by the appropriation--\$200,000; but he said the Bureau would make a study of the matter. Mr. Moore called attention to the top of the Meridian Hill apartment house chimney, for which Mr. Kendall had designed a top that gave the chimney the appearance of a minaret, and is now one of the features of the community.

Dr. Burgess said this plant is to be a smokeless plant; that good firing and good equipment will solve the smoke nuisance. Mr. Moore said he was very glad to hear this as it would help matters in the Public Building program of the city.

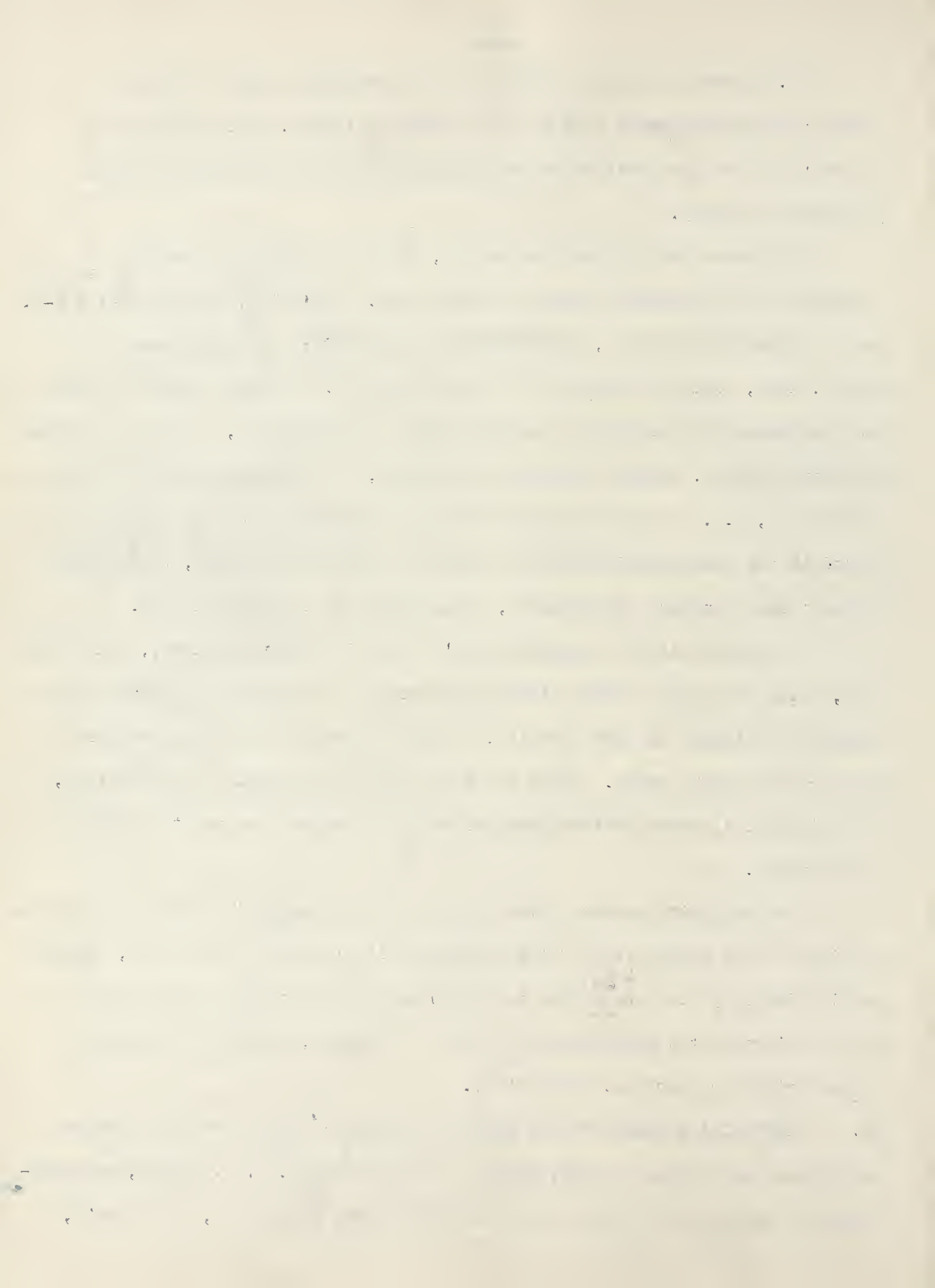
The Commission approved the design, with the suggestion that the location for the chimney be given further study. (Exhibit L) See also L-1 & L-2.

22. **EXTENSIBLE BUILDING, DEPARTMENT OF AGRICULTURE:** By letter dated May 27, 1927, Assistant Secretary of the Treasury C. S. Dewey submitted plans for the Extensible Building of the Department of Agriculture, to be built south of B Street South, between 12th and 14th Street, and extending further south to C Street, S.W. The building will have a length of 1025 feet and will be joined to the main administration building on the Mall by arches, thus keeping B Street South an open thoroughfare, as provided for in the Mall Plan.

The Plan calls for a series of "L's" (10 wings when complete), six stories high, which will house largely the laboratories and offices now located in the temporary buildings in that locality. Present plans call for building the two north and south wings. When the time comes for enlarging the structure, four wings will extend westward and four wings eastward from the two wings to be built now.

The Commission approved the design with the suggestion that consideration be given to the elimination of the shortened pilasters over the arches, and the possibility of giving the arches the width of the connecting wings of each of the buildings on the north and south side of B Street, instead of merely an arched "bridge" connection. (Exhibit M).

23. **HISTORICAL MARKERS FOR THE STATE OF VIRGINIA:** The secretary submitted photographs and further correspondence received from Mr. E. O. Fippin, Secretary-Treasurer of the State Conservation and Development Commission, of Richmond,



for historical markers which they are erecting in the State of Virginia.

The Commission inspected the photographs briefly but took no further action concerning them at the present time.

24. DISTINGUISHED FLYING CROSS, U. S. AIR SERVICE: The Quartermaster General requested the advice of the Commission of Fine Arts as to the design for the Distinguished Flying Cross, by letter as follows:

"By order of the Secretary of War designs have been requested for a Distinguished Flying Cross, which is authorized in Section 12 of "An Act to provide more effectively for the national defense by increasing the efficiency of the Air Corps of the Army of the United States, and for other purposes, approved July 2, 1926".

In accordance with Executive Order No. 3524, of July 28, 1921, your advice as to the merits of the designs of this cross, prepared by the Chief Engraver, Mr. Sinnock, of the United States Mint, and Mr. A. E. DuBois and Miss Elizabeth Will of this office, will be much appreciated.

Mr. Sinnock's designs consist of bronze crosses charged with four bladed propellers; from the reentrant angles of the crosses are groups of laurel leaves. One cross is outlined with blue enamel, and one has a silver propeller.

The design prepared by this office consists of a four bladed propeller on a cross patee; from the reentrant angles of the cross are rays forming a square, all rendered in bronze. The medal is suspended from a plain, straight link of bronze, by a ribbon of red, edged with blue, the blue being separated from the red by white stripes.

There are also two paintings which are modifications of Mr. Sinnock's designs, one cross using a pair of wings with a propeller, and the other a pair of wings, instead of using a four bladed propeller."

Lieut. Col. John S. Chambers, Chief of the Clothing and Equipage Division, U. S. A., and Mr. Arthur E. DuBois, of that office, were present to consider the designs with the Commission. The names of the designers were not disclosed during the discussion.

The designs were carefully considered, whereupon the Commission recommended the acceptance of the design, with slight modifications, which proved to be the one prepared by Mr. Arthur E. DuBois and Miss Elizabeth Will of the Office of the Quartermaster General. (Exhibit N).

Instead of a right (reentrant) angle, as shown in the sketch, and

indicated in the description above mentioned, the Commission recommended a slight curve in it, with rays in the background more artistically designed. The medal will be bronze.

Colonel Chambers stated that his Office, at the request of the Secretary of War, is anxious to have this matter expedited, as the first of these Distinguished Flying Cross Medals is to be presented by President Coolidge to Captain Charles A. Lindbergh on June 11th, at the celebration in Washington to commemorate his famous New York to Paris trip by aeroplane.

25. **MARINE CORPS INSIGNIA:** On May 14, 1927, Major General John A. Lejeune, Commandant, United States Marine Corps, submitted the following letter, with a design for collar insignia to be worn by officers and enlisted men of the Paymaster's Department, Marine Corps:

"In accordance with Executive Order No. 3524, of July 28, 1921, there is enclosed herewith a small sketch of proposed design for collar insignia to be worn by officers and enlisted men attached to the Paymaster's Department, U. S. Marine Corps, which is submitted for advice of the Commission of Fine Arts as to its merits.

Attention is invited to the fact that the design submitted is for the right side of the uniform collar. The insignia is intended to be made in pairs, the left of the pair to have the sword and pen in reverse order. It is desired that the insignia be produced in bronze for field uniforms, and in silver, gold and red enamel for blue and white uniforms."

The design represented a wreath on a sword and pen crossed X shaped.

Mr. Taft regarded the design acceptable, and upon his recommendation the design was approved. (Exhibit O).

26. **MUSEUM OF ENGINEERING AND INDUSTRY:** In accordance with arrangements made by the secretary, Mr. H. F. J. Porter, Consulting Secretary, accompanied by Mr. Frederick A. Waldron, Chairman of the Board of Directors, of the National Museum of Engineering and Industry, with headquarters at 29 West 39th Street, New York City, were present to consider with the Commission their project to build the Museum of Engineering and Industry in Washington. Mr. Paul Brockett said

Assistant Secretary of the National Academy of Sciences, was also present.

Mr. Porter said this is a \$5,000,000 project and the Museum is to be under the direction of the Smithsonian Institution; that during the lifetime of Dr. Walcott a tentative agreement had been made with him to raise the money needed for the building, with the understanding that it could be located on grounds of the Smithsonian Institution, but before taking further action in the matter they concluded it would be better to have a definite understanding with the Commission of Fine Arts as to their building plan. Mr. Porter called attention to a pamphlet issued by their organization some time ago, outlining the project.

Mr. Moore said the Commission of Fine Arts has heard of their project but had thus far never been consulted officially about it, and that if it is intended actually to carry out the plan proposed it is very important that their project be considered in connection with the Mall Plan at this time, in view of the developments under way at present.

The Commission noted from a sketch that the building was planned to take up the present Old Museum Building on the south side of the Mall, and cross Ninth Street, thus occupying several squares. Mr. Waldron, who designed their proposed building, said the Museum is to be 1,100 feet in length, and will be a monumental building of classic type. After careful consideration, the Commission recommended that the National Museum of Engineering and Industry be built south of and along South B Street, between Seventh and Ninth Streets, where it would balance the new building for the Department of Justice, proposed for the site of the present Center Market.

The Commission advised that Congress would have to give its consent before the building could be built in that location, as it would encroach in part on

a public reservation. Mr. Porter and Mr. Waldron stated that they would
Carl V. Mitman, of the Smithsonian Institution, who was present,
consider the matter further with Mr. ~~Wicks~~ and other officials of the
Smithsonian Institution, with a view to having a bill introduced in Congress
as to the building and site at the next session. Mr. Brockett said he
would be glad to offer the services of the National Academy of Sciences, as
they began some years ago with a similar project, and now have a fine building
near the Lincoln Memorial.

27. ABATTOIR, ALEXANDRIA, VIRGINIA: By letter dated May 28, 1927, Mr. J.H.
Taylor, 618 North Washington Street, Alexandria, Va., protested in behalf of
residents of Alexandria against an attempt of the Auth Provision Company of
Washington to build an abattoir in Alexandria.

The Commission unanimously expressed their disapproval of this project,
because citizens of both Alexandria and Washington would suffer as a result of
it. Chicago and Kansas City the Commission said are striking examples of
what happens when stock yards are allowed near a city--in the course of the
years these cities have developed around them. The fact that Washington is
the National Capital and that this slaughter house would be along the line of
the proposed Mount Vernon Boulevard, at the point where Alexandria is building
a great George Washington Masonic Memorial, are additional reasons why its
erection should not be permitted. Mr. Taylor was informed to this effect.
(Exhibit P)

28. AMERICAN WORLD WAR MEMORIAL FOR AUDENARDE, BELGIUM: By letter dated
May 26, 1927, the American Battle Monuments Commission submitted two designs for
the proposed World War Memorial at Audenarde, Belgium. These designs were
prepared by Mr. Harry Sternfeld, Architect, of Philadelphia, who described the
designs as follows:

SCHEME A

"This scheme consists of a stele tablet flanked by two
pylons enclosing two emblematic eagles with an altar-block at

the base on which commemorative floral tributes may be placed.

The central spot of interest on the tablet is a carved panel expressing victory and peace achieved by the arms of the United States.

An appropriate inscription commemorating the 37th Division, the 91st Division and the 53rd Artillery Brigade, is carved below. At the base are carved the two emblems worn by the men of the 37th Division and 91st Division.

The plan shows the setting of the monument at the end of the mall on the terrace.

The drawings show the proposed new planting as well as the foliage which is to remain in place."

SCHEME B

"This scheme consists of a monumental memorial tablet against which are placed two stele forms surmounted by emblematic eagles and connected at the base by an altar-block upon which may be placed commemorative floral tributes.

Besides an appropriate inscription, the tablet is embellished by the two emblems worn by the men of the 37th Division and 91st Division and a similar carved motive emblematic of the 53d Artillery Brigade.

The terrace for this monument will be slightly modified from Scheme A (see insert plan on the plan for Scheme A) but the general setting and relation to the mall is the same.

The drawings show the proposed new planting as well as certain foliage which is to remain in place."

The Commission inspected both designs and expressed their preference

for Scheme A, which was approved. The Commission suggested, for the consideration of the architect, placing the emblematic eagles to the edge of the pylons, and having one wreath carved on the altar block instead of two. (Exhibit Q)

29. AMERICAN MILITARY CEMETERY AT BROOKWOOD, ENGLAND, -Specifications and

Materials: On May 28th the American Battle Monuments Commission requested the advice of the Commission of Fine Arts as to specifications and materials for the World War Memorial Chapel at Brookwood, England, as follows:

"The Act creating the American Battle Monuments Commission provides that before any design or material for memorials is accepted by the Commission, the same shall be approved by the National Commission of Fine Arts. In accordance with this Act, I have the honor to transmit herewith, for your consideration, the following specifications and blueprints, received from Mr. Egerton Swartwout, architect, which

contain information relative to the materials proposed to be used in the Brookwood chapel, the designs for which have previously been approved:

(a) Specifications for the Chapel, in the American Cemetery at Brookwood, Surrey, England, particular attention being invited to paragraphs 103, 104, 144, and 153 through 160".

(b) Seven blueprints (Nos. 129004 through 129010) showing details of the design of the Brookwood chapel.

If any of the materials recommended in these enclosures are not approved by the National Commission of Fine Arts, it is requested that we be advised."

The Commission recalled that the act creating the American Battle Monuments Commission states: "That before any design or material for memorials is accepted by the commission, the same shall be approved by the National Commission of Fine Arts". In considering this provision of the act, the Commission did not interpret it to mean that they shall approve specifications or parts thereof; but rather, they should pass upon material, primarily building stone for the exterior or interior, when samples of the stone selected by the architect are submitted by him to this Commission, or samples of stone intended for monuments. The Commission pointed out that the majority of the architects and sculptors selected to construct the World War Memorials in Europe are leaders in their profession, who would select good building material. (Exhibit R).

30. SUCCESSOR TO MR. GREENLEAF: Mr. Moore stated that the term of service of Mr. Greenleaf had expired and that he wishes a successor appointed and would heartily favor the appointment of Feruccio Vitale, Landscape Architect, of New York City, of the firm of Vitale, Brinkerhoff and Geiffert, as the landscape architect member of the Commission of Fine Arts.

Mr. Morris mentioned Mr. Gallagher of the firm of Olmsted Brothers as being a good landscape architect.

Several of the members of the Commission stated they were personally

acquainted with Mr. Vitale, and know that he has done admirable work. Mr. Moore said he has been the landscape architect for Meridian Hill Park; also that he has recently done fine work for the Garden Clubs at Evanston, Illinois. Mr. Delano said he has been a trustee of the American Academy in Rome, in which he has served as a very useful member.

The Commission unanimously decided that they would recommend the appointment of Mr. Vitale as the successor of Mr. Greenleaf. The Commission expressed their appreciation of the services rendered by Mr. Greenleaf, during a period of nine years, and expressed regret that any change should be made in view of his deep interest in the development of the National Capital.

On Friday May 27th the Commission had as their guests at luncheon Mr. Wm. Mitchell Kendall, Mr. Paul Brockett, Lieut. Col. U. S. Grant 3d, Mr. Horace W. Peaslee, Mr. Louis Simon, Mr. John Rankin, Major J. C. Mehaffey, and Mr. John L. Nagle, Engineer for the Arlington Memorial Bridge Commission.

On Saturday, May 28th, Mr. Frederic A. Delano, a member of the National Capital Park and Planning Commission, and President of the American Civic Association, was the guest of the Commission.

The Commission adjourned at 3:30 p.m.

COPY

May 31, 1927.

Sir:

The plans submitted with your letter of May 13th for the central portion of the Agricultural Department Building received careful consideration at the meeting of the Commission of Fine Arts on May 27, 1927.

The Commission approve the plans with the understanding that the arches in the passageway of the first bay of the building are eliminated, and that the pilasters on the terminating pavilion are suppressed and plain surfaces substituted, with proper treatment of the windows. After these changes have been made, the Commission would be pleased to have the plans resubmitted for final approval.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

EXHIBIT A

The Honorable

The Secretary of the Treasury.

COPY

May 31, 1927.

Sir:

The Commission of Fine Arts, at their meeting on May 27, 1927, gave careful consideration to your letter of May 4th, with regard to a site for the statue of Albert Gallatin to be erected on the grounds of the Treasury Department. The Commission unanimously approve your suggestion that the statue be placed opposite the west entrance of the Treasury Department.

For the Commission:

Very respectfully, yours,

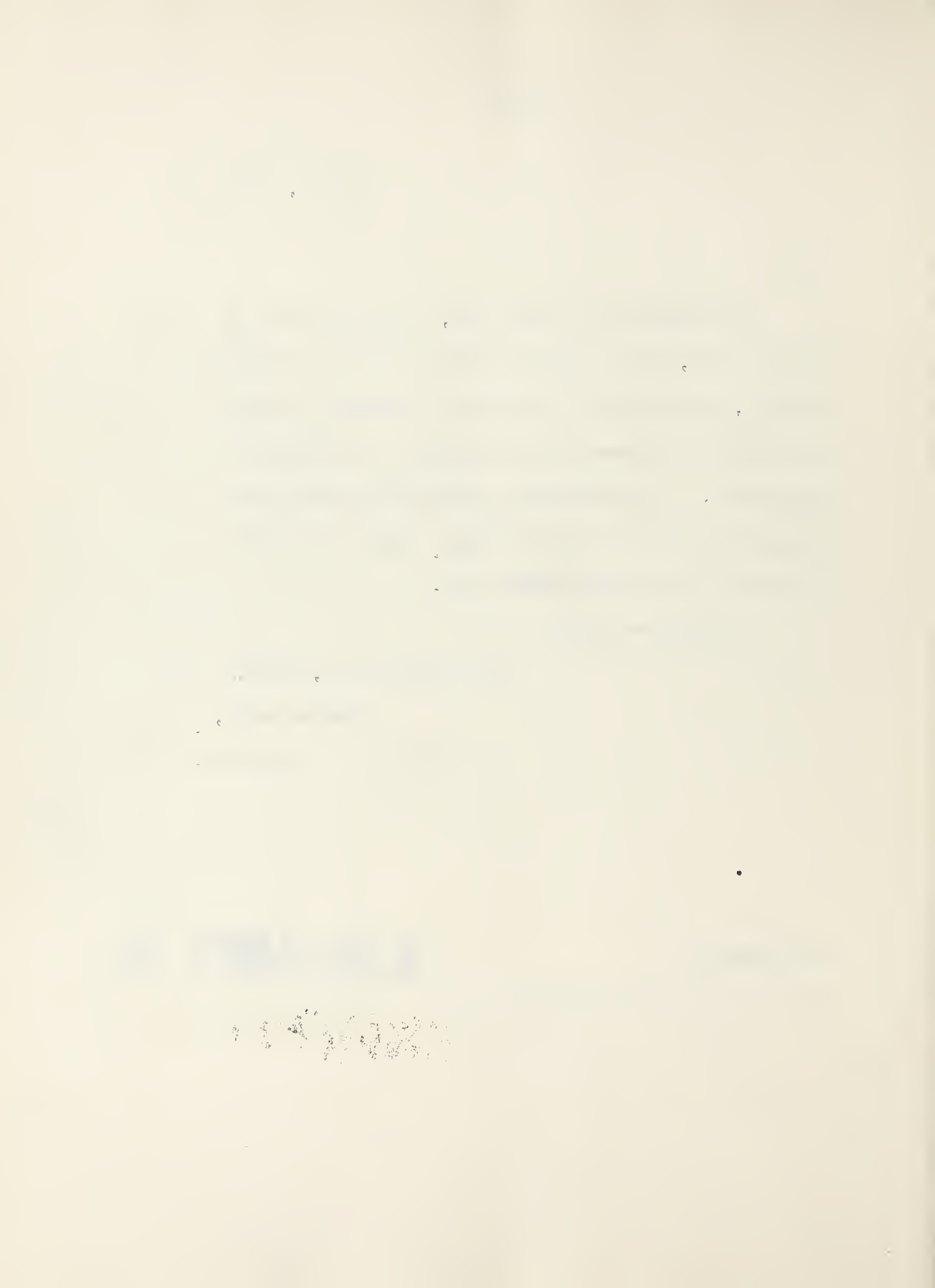
Charles Moore,

Chairman.

The Honorable

The Secretary of the Treasury.

EXHIBIT B.



COPY

May 31, 1927.

Dear Admiral Fiske:

The Commission of Fine Arts, at their meeting on May 27, 1927, considered the photographs submitted through Mr. Delano of the model for the Navy and Marine Memorial, showing the changes recommended by the Commission at their meeting on April 14th. The Commission approved the model.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

Rear Admiral Bradley A. Fiske (Retired),
Chairman, Navy and Marine Memorial,
12 West 8th Street,
New York, N. Y.

EXHIBIT C.

PICCIRILLI BROS.
467 EAST 142D STREET
NEW YORK CITY



H. R. Cammerer - Esq
The Commission of Fine Arts
Washington D. C.

Dear Sir -

It would be impossible
to do the carving of the George Washington
statue by "Hudson" outside of our N.Y. Studios.
If you think it would be possible
to have the original shipped to us at
N.Y. we would be pleased to make
marble replica for the amount of
\$ 700 $\frac{00}{X1}$ (Seven hundred dollars $\frac{00}{X1}$)

It is difficult to estimate
on the pedestal not knowing what design
would be acceptable. However we believe
that a simple design ~~it~~ could be made
in marble for about \$ 300 $\frac{00}{X1}$

Yours very truly
Piccirilli Bros.

COPY

May 31, 1927.

My dear Mr. Ambassador:

At the meeting of the Commission of Fine Arts on May 27th, I brought to their attention the sketch which I received from you of the gates for the new British Embassy, facing the Massachusetts Avenue entrance. The Commission approve the design.

Sir Edwin Lutyens spoke to me about the fact that there were four crossings about the sidewalk by the driveways into and out of the Embassy grounds. These he desired to treat in a particular fashion. After consulting the Commissioners of the District of Columbia it was found that they were disposed to accommodate the desires of the architect and that they will give consideration to his plans when they shall be prepared.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

His Excellency,

Sir Esme Howard,

The British Ambassador,

Washington, D.C.

Exhibit E

May 21, 1917.

My dear Mr. Ambassador:

At the meeting of the Commission of Fine Arts on May 17th, I brought to their attention the sketch which I received from you of the gates for the new British Embassy, facing the Massachusetts Avenue entrance. The Commission approved the design. Sir Edwin Lutyens spoke to me about the fact that there were four crossings about the sidewalk by the driveway into and out of the Embassy grounds. These he desired to treat in a particular fashion. After consulting the Commissioners of the District of Columbia it was found that they were disposed to accommodate the desires of the architect and that they will give consideration to his plans when they shall be prepared.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

His Excellency,

Sir James Howard,

The British Ambassador,

Washington, D.C.

Encl. 1

COPY

June 9, 1927.

Dear Sir:

The Commission of Fine Arts considered the design for the monument to Major General H. L. Rogers, to be erected in the Arlington National Cemetery, at their meeting on May 28, 1927. It is noted that the suggestions offered have been carried out in the revised design submitted, and the design for the monument is therefore approved.

For the Commission:

Very respectfully, yours,

Charles Moore,
Chairman.

Major H. L. Ward, U. S. Corps,
Secretary and Treasurer,
The Major General Harry L. Rogers Memorial,
2248 Cathedral Avenue, N.W.,
Washington, D. C.

Exhibit F

June 2, 1927.

Dear Sir:

The Commission of Fine Arts considered the design for the monument to Major General H. H. Rogers, to be erected in the Arlington National Cemetery, at their meeting on May 28, 1927. It is noted that the suggestions offered have been carried out in the revised design submitted, and the design for the monument is therefore approved.

For the Commission:

Very respectfully, Yours,

Charles Moore,

Chairman.

Major H. H. Rogers, U. S. Corps,
Secretary and Treasurer,
The Major General Harry H. Rogers Memorial,
2248 Cathedral Avenue, N.W.,
Washington, D. C.

Encl. 1

CCNY

June 4, 1927.

Dear Sir:

The Commission of Fine Arts at their meeting on May 28, 1927, considered your letter of April 16th, with which you submitted a newspaper print of the painting "Spirit of '76", with the suggestion that a bronze reproduction of it be placed in the United States Capitol.

The Commission have to inform you that if a bill is introduced in Congress providing for this reproduction in bronze and referred to the Commission, a report will be made. However, the Commission feel that it would be difficult to reproduce this painting acceptably in bronze.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

Mr. George A. Owen,
P. O. Box 114,
Hartford, Connecticut.

Exhibit G

June 4, 1937.

Dear Sir:

The Commission of Nine Arts at their meeting on May 15, 1937,

considered your letter of April 10th, with which they submitted a

newspaper print of the painting "Spirit of '76", with the suggestion

that a bronze reproduction of it be placed in the United States Capitol.

The Commission have to inform you that it is intended

in Congress providing for this reproduction in bronze and referred to

the Commission, a report will be made. However, the Commission feel

that it would be difficult to reproduce this painting acceptably

in bronze.

For the Commission:

Very respectfully, Yours,

Charles Moore,

Chairman.

Mr. George A. Owen,
P. O. Box 114,
Hartford, Connecticut.

Enclosed

COPY

May 31, 1927.

Dear Colonel Grant:

The Commission of Fine Arts, at their meeting on May 27, 1927, considered the designs submitted by you which were prepared by Horace W. Peaslee, Architect, for the Lower Garden of Meridian Hill Park, particularly for the wall, including parapet and balustrade, along W Street, between 15th and 16th Street. The Commission noted that the wall will have an average height of $4\frac{1}{2}$ feet. The Commission approved the designs.

The Commission would like to see as much planting done as is possible in the Lower Garden during the coming months, and that the Buchanan Memorial be set in place as soon as the grades are fixed, since the model of the memorial has been approved.

The suggestion of Mr. Peaslee for a fountain treatment of the space which was to have been occupied by the Terrace Entrance from Sixteenth Street was considered, but the Commission advise that the treatment of the end of the terrace be studied further. It may be taken up when the Lower Garden is more nearly completed.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

Lieut. Col. U. S. Grant 3d,
Director, Public Buildings and
Public Parks of the National Capital,
Washington, D. C.

Exhibit H

May 21, 1927.

Dear Colonel Grant:

The Commission of Fine Arts, at their meeting on May 27,

1927, considered the designs submitted by you which were prepared

by Horace W. Peaslee, Architect, for the lower portion of Fortification Hill

park, particularly for the wall, including parapet and balustrade, along

W Street, between 18th and 16th Street. The Commission noted that the

wall will have an average height of 4 1/2 feet. The Commission approved

the designs.

The Commission would like to see an arch spanning down as is

possible in the lower garden during the coming winter, and that the

Brachman Memorial be set in place as soon as the grades are fixed, since

the model of the memorial has been approved.

The suggestion of Mr. Peaslee for a fountain treatment of the

space which was to have been occupied by the Terrace Entrance from

Sixteenth Street was considered, but the Commission decided that the

treatment of the end of the terrace be studied further. It may be

taken up when the lower garden is more nearly completed.

For the Commission:

Very respectfully, Yours,

Charles Moore,

Chairman.

Lieut. Col. U. S. Grant 3d,
Director, Public Buildings and
Public Parks of the National Capital,
Washington, D. C.

Enclosure

COPY

June 2, 1927.

Dear Mr. Parsons:

The three schemes which you submitted with your letter of May 24th for the enlargement of the Capitol Grounds were considered by the Commission of Fine Arts at their meeting on May 27th.

The Commission inspected these studies with great interest, and approved design No. 1 generally, which shows the proposed avenue from Union Station to Pennsylvania Avenue and Third Street. For a general lay-out it is an admirable design.

A plan submitted in behalf of the Commissioners of the District of Columbia by Mr. A. L. Harris, Municipal Architect, for a Civic Center on the north side of Pennsylvania, between Third and Sixth Streets and extending north to Indiana and Louisiana Avenues, was also considered. This is a project to erect buildings for the use of the District of Columbia, since they will be expected to vacate the Triangle, and it is to provide also for needed Court Buildings. The square between Sixth and Seventh Streets should be included in the project.

The Commission of Fine Arts will meet in Washington on July 1st, when it is understood you wish to have them consider with you further studies of your design.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

Mr. Wm. H. Parsons,
80 East Jackson Boulevard,
Chicago, Illinois.

Exhibit I

MAJOR GENERAL EDGAR JADWIN
CHIEF OF ENGINEERS, U. S. ARMY, CHAIRMAN
LT. COL. J. FRANKLIN BELL
ENGINEER COMMISSIONER, D. C., VICE CHAIRMAN
MR. STEPHEN T. MATHER
DIRECTOR, NATIONAL PARK SERVICE
MR. W. B. GREELEY
CHIEF, FOREST SERVICE
HON. ARTHUR CAPPER
CHAIRMAN, COMMITTEE ON THE DISTRICT OF
COLUMBIA, UNITED STATES SENATE
HON. FREDERICK N. ZIHLMAN
CHAIRMAN, COMMITTEE ON THE DISTRICT OF
COLUMBIA, HOUSE OF REPRESENTATIVES

NATIONAL CAPITAL
PARK AND PLANNING COMMISSION
EIGHTEENTH AND B STREETS
WASHINGTON

Mr. FREDERICK LAW OLMSTED
OF BROOKLINE, MASS.
Mr. FREDERIC A. DELANO
OF WASHINGTON, D. C.

Mr. J. C. NICHOLS
OF KANSAS CITY, MO.
Mr. MILTON B. MEDARY, JR.
OF PHILADELPHIA, PA.
Mr. J. C. BRANT, 3D
DIRECTOR, PUBLIC BUILDINGS AND PUBLIC
WORKS, U. S. DEPARTMENT OF THE INTERIOR
WASHINGTON, D. C.
AND DISTRICT OFFICE

RECEIVED
THE COMMISSIONER OF THE DISTRICT OF COLUMBIA
WASHINGTON, D. C.
MAY 7 1927

NOTED
May 5, 1927

Mr. Charles Moore,
Chairman, Commission of Fine Arts,
Interior Department Bldg.,
Washington, D. C.

My dear Mr. Moore:

As to the plan for the bridge across the Rock Creek and Potomac Parkway, which accompanied your letter of April 18, 1927, it is believed that the width of 40 feet for the roadway is adequate. If any material saving in cost could be obtained thereby, even 38 feet would, I am sure, receive the approval of the National Capital Park and Planning Commission, although this would somewhat slow down and impede traffic.

Furthermore the Planning Commission has recommended to the Rock Creek and Potomac Parkway Commission the elimination of the rim road on the left or east bank in this vicinity, so that the crossing of this road at the easterly approach of the bridge could be eliminated.

The foregoing statement is made on the basis of the general policy adopted by the Commission in the past, as the plans have not been specifically acted upon by the Commission as a whole. If you wish to get such formal action by the Commission, the matter can be taken up at the next meeting on Monday, May 9th.

In regard to the architectural treatment and appearance of the bridge, I fully agree with you that such a permanent bridge should be in keeping with other bridges built heretofore in recent years across the same parkway, namely, the Piney Branch Bridge, the Connecticut Avenue Bridge and the Q Street Bridge. It is very difficult, of course, to make a girder bridge architecturally attractive, and I understand this is the only kind of bridge that can be built with the appropriation available. This whole matter seems to be one outside of the proper functions of this Commission, and it is suggested it can best be taken up by your Commission directly with the municipal architect and the District Commissioners.

The other comments contained in your letter will be answered in a separate communication.

Very respectfully yours,



U. S. Grant 3d,

Executive and Planning Officer

June 15, 1927.

Dear Colonel Grant:

The Commission of Fine Arts have received a letter from Mrs. Frank B. Noyes, representing the Garden Clubs of America. Mrs. Noyes, on behalf of that organization, protests strongly against the seemingly wanton destruction of trees for the purpose of widening Washington streets for commercial and traffic purposes. A copy of the letter of protest is inclosed. Mrs. Noyes's letter brings up forcibly a matter which should be studied, and conclusions reached, by the National Capital Park and Planning Commission. At least such is the opinion of the Commission of Fine Arts.

When the City of Washington was laid out in 1792 streets were planned on a generous scale. In those days it was the custom to build solidly up to the building line. This was true of city residences as well as stores, hotels and the like. The "Six Buildings" on Pennsylvania Avenue, the residences of George Washington built on North Capitol Street for members of Congress, the houses of Thomas Peter on K Street and of John Law on New Jersey Avenue, all are instances of this style of city building. President Jefferson had Lombardy poplars planted in Pennsylvania Avenue.

The streets of Washington were not paved until after the Civil War, save in a few instances and then for a few blocks only. When the City of Washington entered upon the project of paving on a large scale

in the '70's the city authorities devised the plan of narrowing the paving area by lending to the residents of the city the space between the building line and the sidewalk, to be used as front yards subject to the ownership and control of Congress. The essential feature of the change was the tree-planting in the parking-space done under the broad-minded and far-seeing commission consisting of William H. Smith, superintendent of the Botanic Garden; John Saul, horticulturalist; and William Saunders, of the Department of Agriculture.

The time has now come when the increased burden of traffic upon the street calls for an increase in the traffic space and in certain cases a restoration of the front yard areas to public uses.

Meantime the trees have been planted along the streets and in the so-called parking areas of Washington have become the chief beauty of the city. The American people are so used to shaded streets that they do not appreciate fully this element in the beauty of Washington. To foreign visitors, however, the trees form a great attraction in themselves; and also they serve to hide an architecture heterogeneous, pretentious and essentially cheap. Yet to Americans the destruction of the trees seems wanton sacrilege.

The Commission of Fine Arts believe that Washington is the unique city of this country. Here all considerations are subordinate to the treatment of the city as the National Capital. Whatever business exists does so by reason of the fact that this is a capital city. Every means, therefore, should be taken to preserve the homelike character of the city for the benefit of the thousands of people who are employed by the Government and whose presence here makes the business of the city. The home-like character of Washington should always be emphasized.

in the city authorities devised the plan of extending the public
even by lending to the residents of the city the space between the buildings
lines and the sidewalks, to be used as green yards subject to the ownership
and control of Congress. The essential feature of the plan was the free-
planting in the working-space down under the broad-shouldered and the
commission consisting of William H. Smith, superintendent of the National Bureau;
John S. Hall, horticulturist; and William S. Sargent, of the Department of
Agriculture.

The plan has now been taken into consideration by the House of Representatives
and will be for an indefinite period in the future. In the meantime
restoration of the trees has been started in public parks.

During the time that the plan was being considered, the city authorities
so-called working space at Washington have been the object of much
city. The American people are so used to seeing streets that they do not
appreciate fully the element in the beauty of Washington. It is a mistake
however, the trees form a great attraction in themselves; and also they
serve as a shield against the sun, protect the buildings and generally improve
the appearance of the city.

The Commission of the city authorities has been working in the same city
of this country. There are all considerations and suggestions in the treatment of
the city as the National Capital. However, business which has to do with
of the fact that this is a capital city. Very much, therefore, should be
taken to preserve the beautiful character of the city for the benefit of the
thousands of people who are attracted by the beauty and the historic value
of the city. The beautiful character of Washington should
always be maintained.

It seems to the Commission of Fine Arts entirely feasible for the National Capital Park and Planning Commission to work out a scheme for increasing the traffic facilities of the streets and at the same time preserving a boulevard character along the main thoroughfares. For example, Massachusetts Avenue from the Union Station to Fourteenth Street is in the transition stage. What were once well-kept front yards have degenerated until this portion of Massachusetts Avenue has in part become a "blighted district". This Commission, therefore, suggests that the National Capital Park and Planning Commission make a study of Massachusetts Avenue from the Union Station to Fourteenth Street with a view to accommodating an increase of traffic and at the same time making attractive the main thoroughfare of Washington--the only Avenue that will extend unbroken throughout the entire District.

Such a study when completed will serve as a standard for the treatment of New Jersey Avenue, both north and south of the Capitol, and of the streets and avenues in southwest and southeast Washington where almost slum districts prevail, and yet where the trees are magnificently developed. Southwest Washington, within a mile of the Capitol, is in a deplorable condition, simply for want of systematic treatment. There should be no slums in the National Capital.

The Commission have noticed with grave concern the glaringly inadequate appropriations made for the planting and care of trees. The Superintendent of Trees and Parking estimates that the sum of \$400,000 is needed for the propagation and planting of trees in Washington, whereas the appropriations are less than \$100,000. As a result of these inadequate appropriations empty tree spaces prevail even around the most significant parks. Thus around Lafayette Square there are on the north side two empty tree spaces; on the east five; and on the west side three. Among the most magnificent elms in the city are

It seems to the Commission that the existing conditions of the

National Capital Park and Planning Commission should be

increasing the traffic facilities of the park and of the surrounding

a boulevard character along the main thoroughfares. For example, Pennsylvania

avenue from the Union Station to Pennsylvania Station is in the residential zone.

There were once well-kept trees and lawns along this portion of

Pennsylvania Avenue has in many places a "wild" character. The Commission

therefore, suggests that the National Capital Park and Planning Commission

make a study of Pennsylvania Avenue from the Union Station to Pennsylvania

Street with a view to recommending an increase of lawns and trees along

this main thoroughfare. The main thoroughfare is Pennsylvania Avenue. This Avenue

that will extend northward throughout the District.

Such a study, when completed, will serve as a basis for the development of

the Pennsylvania Avenue, both north and south of the Capitol, and of the adjacent

avenues in southeast and southwest Washington and of the main

thoroughfares, and yet where the trees are actually planted, especially

in the vicinity of the Capitol, in a systematic and planned manner.

For want of systematic treatment, there would be no plan in the National Capital

The Commission have noticed that there is no plan in the National Capital

propositions made for the planting and care of trees. The Commission

Trees and parking facilities that the law of 1900 is based on the

tion and planting of trees in Washington, whereas the Commission are now

than 100,000. As a result of these inadequate appropriations only

these growth even around the most important buildings. The Commission

there are on the north side two miles from the Capitol on the west side

on the west side there. Among the most important trees are in the city

those in and around Lafayette Square and yet no provision is being made to replace the trees that have disappeared through storm and stress. Trees do not last forever and they do not grow overnight. Immediate steps should be taken to replace the elms that have been lost to Lafayette Square.

In the newly developed district of the Northeast it will be fifteen years before the trees attain any appreciable size and as a result that whole area when seen from the hills about Washington looks like a tented field. Provision should be made for an adequate Arboretum to supply trees 10 to 15 years old for planting in the streets of Washington. Moreover the soil in the tree spaces should be carefully prepared so as to compensate as much as possible for the lack of moisture due to paving of the streets. Paris and Boston provide iron gratings to admit moisture and to prevent the slovenly appearance of uncared for tree spaces such as prevail in Washington.

It is common practice nowadays to plant trees from 8 to 12 inches in diameter. Such trees must be grown especially for the city of Washington, because no nursery in the country could supply the trees necessary for the replanting of trees of proper size on Connecticut Avenue alone, where simply saplings have been planted. When streets are to be widened, the appropriation should be sufficient to cover the replanting of fair-sized trees. This is quite as important as provision for resetting curbs.

This Commission believe there is no project in the planning of the District of Columbia which deserves more thorough, adequate and comprehensive study than the planting and care of trees. When making arrangements for the public buildings in the Triangle, this Commission called attention to the need for well planted and well developed courts. It is with a view to supplementing those

those in and around Lafayette Square and yet no provision is being made

to replace the trees that have been carried through storm and weather. Trees

do not last forever and they do not grow overnight. Immediate steps should

be taken to replace the elms that have been lost to Lafayette Square.

In the newly developed district of the Northwest it will be fifteen

years before the trees attain any appreciable size and as a result the whole

area when seen from the hills about Washington looks like a forest of

Providence should be made for an adequate provision to supply trees in 15

years old for planting in the streets of Washington. Moreover the soil

in the tree spaces should be carefully prepared so as to guarantee as much

as possible for the lack of moisture due to paving of the streets. This can

be done by providing iron gratings to admit moisture and to prevent the flowing

of water off the streets. Provision should be made for tree spaces such as gravel in Washington.

It is common practice nowadays to plant trees from 3 to 12 inches

in diameter. Such trees must be grown especially for the city of Washington,

because no nursery in the country could supply the trees necessary for the

planting of trees of proper size on Government Avenue alone, and it is

appalling to think of the trees that are to be withered, the transportation

should be sufficient to cover the planting of 100,000 trees. This is

quite as important as provision for resettling troops.

This Commission believes there is no project in the planning of the District

of Columbia which deserves more thought, adequate and comprehensive than

the planting and care of trees. When making arrangements for the public buildings

in the Triangle, the Commission called attention to the need for well planted

and well developed courts. It is with a view to supplementing these

suggestions that the Commission of Fine Arts urge upon the National Capital Park and Planning Commission the immediate study of the tree problem in connection with street widening.

For the Commission:

Very respectfully, yours,

Thomas H. Black
Chairman.

Lieut. Col. U. S. Grant 3d,
Executive and Disbursing Officer,
National Capital Park and Planning Commission,
Washington, D. C.

Exhibit J-1-

EXHIBIT K.

...the Commission of the ...
...the ...
...the ...

for the Commission

Very respectfully, yours,

[Handwritten signature]

Chief Clerk

Chief Clerk, U.S. District Court

Executive and District Office

National Police and Planning Commission

Washington, D.C.

[Handwritten mark]

COPY

Commissioners of the District
of Columbia

Washington, June 10, 1927

Mr. Charles Moore, Chairman,
Commission of Fine Arts,
Interior Department,
Washington, D. C.

Dear Sir:

The Board of Commissioners of the District of Columbia understand that the Fine Arts Commission have given some consideration to the project for the location of a Municipal Center on the four squares contained between Third Street, Sixth Street, Pennsylvania Avenue, Indiana Avenue, and Louisiana Avenue.

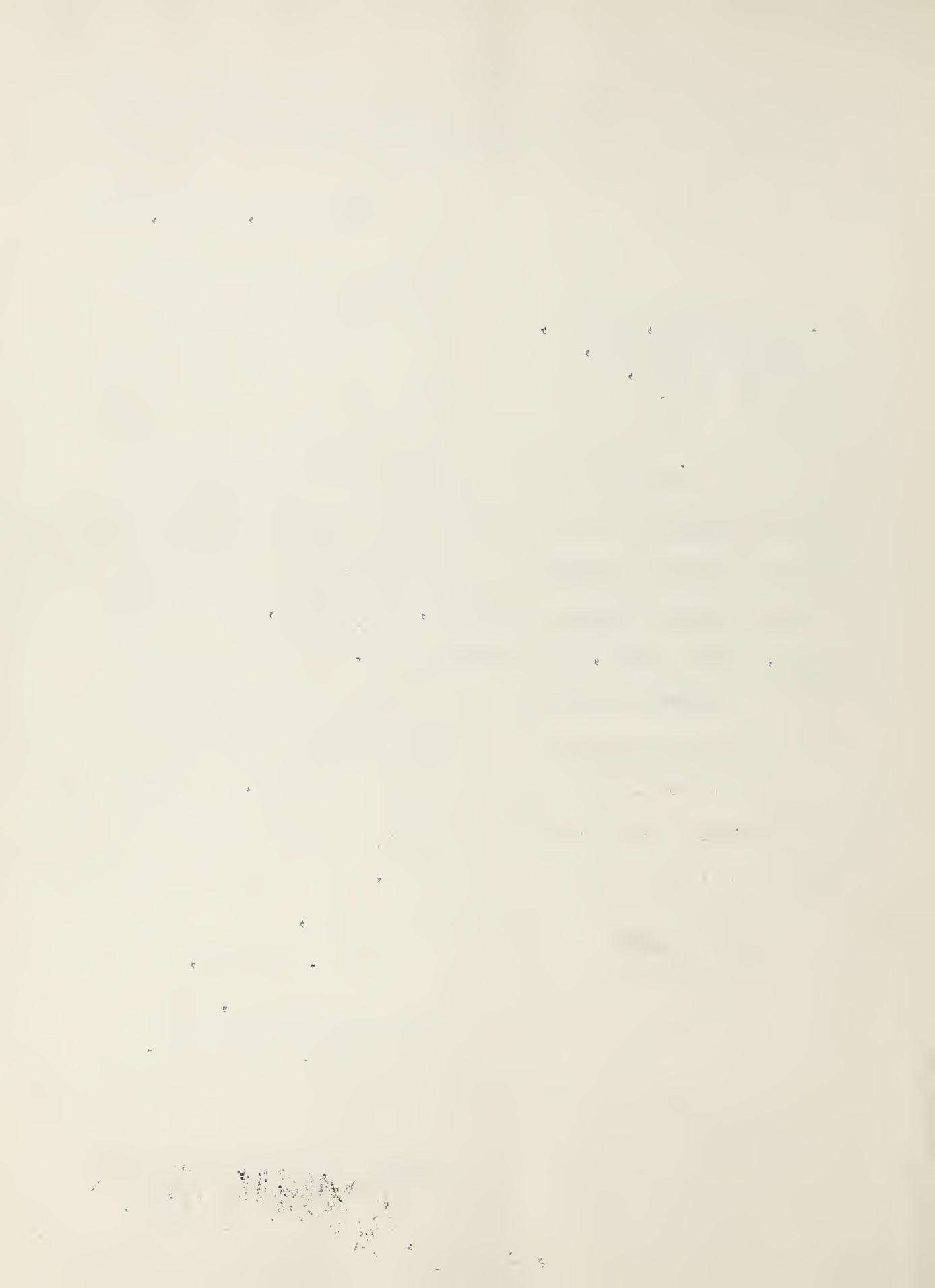
The Commissioners of the District of Columbia are greatly interested in this subject and would appreciate any comments which the Fine Arts Commission may wish to make at this time. Should your Commission so desire we would be glad to meet with it in the near future to go over some of the details.

Very sincerely yours,

Proctor L. Dougherty,

President,
Board of Commissioners of the
District of Columbia.

EXHIBIT K.



COPY

June 15, 1927.

Dear Sir:

Your letter of June 10th has been received. The Commission of Fine Arts will be pleased indeed to discuss with the Commissioners of the District of Columbia the question of a Civic Center. A meeting can be arranged in the early autumn for this purpose.

Meantime the Commission would be pleased to receive from the Commissioners a list of the District activities to be accommodated in the Civic Center. The Commission suggest that in studying the project the Commissioners consider the extension of Third and Fifth Streets to Pennsylvania Avenue.

The Commission of Fine Arts, at their meeting on May 28th, discussed the site suggested for the Civic Center in the plan submitted by Mr. Harris, and are convinced that it has many possibilities in itself and also that it would aid materially the development of the lower portion of Pennsylvania Avenue.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

Hon. Proctor L. Dougherty, President,
Board of Commissioners of the
District of Columbia,
Washington, D. C.

EXHIBIT K-1

COPY

June 2, 1927.

Dear Dr. Burgess:

The Commission of Fine Arts, at their meeting on May 28, 1927, approved the design which you submitted for the Central Power Plant to be erected at the Bureau of Standards, subject to suggestions made to you and the architect in matters of detail. The Commission felt that if the smoke stack could be located on the axis it would pull together the group of buildings and add to the general effect. They also expressed concern over the appearance of the high stack and suggest care as to the design. In this connection there is attached a print of the smoke stack of the Meridian Hill apartment house, showing a top specially designed for it by a member of the Commission some years ago.

The Commission were much pleased to hear you say that this will be a smokeless power plant.

For the Commission:

Very respectfully, yours,

Charles Doolittle

Chairman.

Dr. George M. Burgess, Director,
Bureau of Standards,
Department of Commerce,
Washington, D. C.

Exhibit L

June 1, 1937

Dear Dr. Burgess:

The Commission of Fine Arts, which was organized in 1937, approved the design which you submitted for the Federal Power Plant to be erected at the Third and Wisconsin Streets in Washington, D. C. The Commission made to you and the architect in charge of the design, Mr. [Name], a suggestion that if the smoke stack could be located on the side of the building, it would be more in keeping with the general effect. They also expressed concern over the appearance of the building and suggested that the connection there is not ideal. In this connection there is attached a print of the smoke stack of the [Name] building, showing a top specially designed for it by a member of the Commission some years ago.

The Commission would be pleased to hear from you and will be a smokeless power plant. For the Commission:

Very respectfully,

[Signature]

[Text]

Mr. George W. Burgess, Director,
Bureau of Standards,
Department of Commerce,
Washington, D. C.

1001

Department of Commerce
Bureau of Standards
Washington

June 4, 1927.

The Commission of Fine Arts
(Attn. Mr. Charles Moore, Chairman),
Interior Department Building,
Washington, D.C.

Subject: Location and design of
Power Plant Stack.

Gentlemen:

1. We acknowledge receipt of your letter of June 2 and to thank the Commission for its approval of the preliminary plans for our central power plant.

2. To meet the Commission's wishes as regards the stack location, we have definitely decided to locate it in the center of the boiler room directly behind the engine room. We at first tried to locate the stack on the side of the Chemistry and Northwest Buildings and directly in front of the power plant, but we encountered so many difficulties in the arrangement of tunnels, equipment and breeching connections that we had to abandon that arrangement in favor of the present one.

3. We expect to treat the stack in such a manner architecturally as to make it harmonize with its surroundings and thereby render it less objectionable than the usual commercial stack.

Respectfully,

Exhibit I-1

George T. Burgess, Director

CC-B

June 7, 1927.

Dear Dr. Burgess:

Your letter of June 4th has been received and a copy of it has been sent to each member of the Commission of Fine Arts. They will be pleased to know of the arrangements you have made in regard to the ~~stack~~ stack.

Sincerely yours,

Dr. George T. Burgess, Director,
Bureau of Standards,
Department of Commerce,
Washington, D.C.

Charles Moore,

Chairman.

Exhibit I-1.

EXHIBIT M.

Department of Commerce
Bureau of Standards
Washington, D.C.

June 7, 1937

The Commission of Fine Arts
(Attn: Mr. Charles Moore, Chairman)
Interior Department Building
Washington, D.C.

Subject: The Commission of Fine Arts
June 7, 1937

Dear Sirs:

I wish to acknowledge receipt of your letter of June 7 and to thank the Commission for its interest in the proposed plan for our central power plant.

2. To meet the Commission's desire to see the plan in detail we have definitely decided to locate it in the center of the power plant directly behind the engine room. We at first tried to locate the plant on the axis of the existing building, but this was impossible in the front of the power plant, but we succeeded in locating it in the rear of the building, and this was a satisfactory arrangement of the plant in the rear of the building.

3. We expect to start the construction of the plant in the near future as to make it harmonize with the surrounding buildings and to make it look objectionable to the public.

Very truly,
George A. Burgess, Director

Exhibit I-1

CCNY

June 7, 1937

Dear Mr. Burgess:

Your letter of June 4th has been received and a copy of it has been sent to each member of the Commission of Fine Arts. We will be glad to know of the arrangements you have made in regard to the plant.

Sincerely,
Charles Moore

Dr. George A. Burgess, Director
Bureau of Standards
Department of Commerce
Washington, D.C.

Exhibit I-2

COPY

May 31, 1927.

Sir:

The Commission of Fine Arts, at their meeting on May 28, 1927, considered the designs submitted with your letter of May 27th for the proposed "Extensible Building" for the Department of Agriculture, which is to be utilized for laboratories, offices, etc., and is to be erected in the rear of the present administrative building of the Department of Agriculture along the Mall.

The Commission approve the designs generally. The Commission noted with special interest that they are drawn to connect with the administration building by means of arches, so as not to obstruct B Street South, provided for in the Mall Plan. In the further development of the designs, the Commission suggest that consideration be given to the elimination of the shortened pilasters over the arches, and the possibility of giving the arches the width of the connecting wings of each of the buildings on the north and south side of B Street, instead of merely an arched "bridge" connection.

For the Commission:

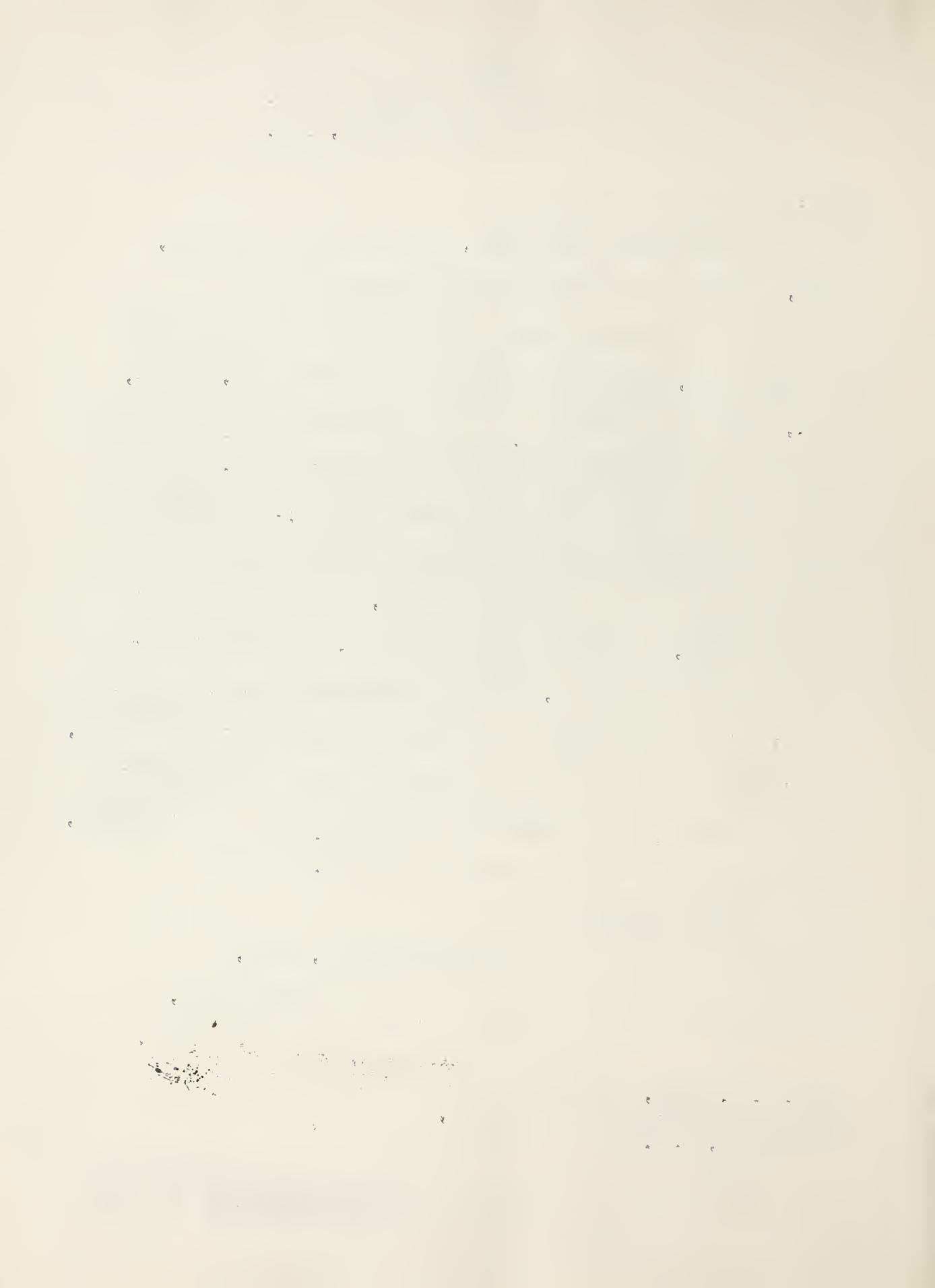
Very respectfully, yours,

Charles Moore,

Chairman.

Hon. C. S. Dewey,
Assistant Secretary of the Treasury,
Washington, D. C.

EXHIBIT M.



COPY

May 31, 1927.

Sir:

The Commission of Fine Arts, at their meeting on May 28, 1927, considered the designs submitted by your Office for the proposed Distinguished Flying Cross Insignia, and of which sample medals had been made. The Commission considered these designs with representatives of your Office, and approved the one made by Mr. DuBois, with suggestions for slight changes in matters of detail.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

The Quartermaster General,
War Department,
Washington, D. C.

EXHIBIT N

COPY

June 2, 1927.

Sir:

The design for collar insignia to be worn by officers and enlisted men attached to the Paymaster's Department, U. S. Marine Corps, which you submitted with your letter of May 14th, received the attention of the Commission of Fine Arts on May 27, 1927. The Commission approved the design.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

Major General John A. Lejeune,
Commandant, U. S. Marine Corps,
Navy Building,
Washington, D. C.

EXHIBIT O.

CCPY

May 31, 1927.

Sir:

Your letter of May 26th, protesting against the erection of an abattoir in Alexandria, Virginia, was brought to the attention of the Commission of Fine Arts at their meeting that day.

The Commission advises that an abattoir within or near a city is a menace, and for the sake of the people who make the city their home should not be permitted there. Furthermore, the Commission cannot see how Alexandria is asking contributions from the Masons all over the country for a National Shrine and expects to have a Mount Vernon Boulevard and then should defile itself with a slaughter house.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

Mr. J. H. Taylor,
618 North Washington Street,
Alexandria, Virginia.

EXHIBIT P.

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COPY

June 2, 1927.

Dear Major Price:

The designs for the memorial monument to be erected at Audenarde, Belgium, prepared by Mr. Harry Sternfeld, which you submitted with your letter of May 26th, were considered by the Commission of Fine Arts at their meeting on May 28, 1927. The Commission approve Scheme A. The Commission are much pleased with this design, and would offer simply as a suggestion to the architect the desirability of bringing the emblematic eagles to the edge of the pylons, and having one wreath carved on the altar block instead of two.

For the Commission:

Very respectfully, yours,

Charles Moore,
Chairman.

Major K. H. Price, Secretary,
The American Battle Monuments Commission,
Washington, D. C.

EXHIBIT Q

COPY

June 2, 1927.

Dear Major Price:

Your letter of May 28th, transmitting specifications prepared by Mr. Egerton Swartwout, as to materials proposed for the Memorial Chapel in the American Cemetery at Brookwood, England, received the attention of the Commission of Fine Arts at their meeting that day.

While the Act creating the American Battle Monuments Commission states "That before any design or material for memorials is accepted by the commission, the same shall be approved by the National Commission of Fine Arts", this Commission does not interpret that to mean that they shall approve specifications, or parts thereof, for World War chapels and monuments; but rather that the National Commission of Fine Arts shall advise as to material, in particular the building stone for the exterior and interior of chapels, and the stone for the monuments, upon the submission of samples of it by the architect through your Commission. By using a damp course for the foundation, the list of building stones from which selections can be made is considerably increased. The architects and sculptors who are erecting these chapels and monuments in Europe are eminent in their profession, and this Commission is convinced they will select a good building stone, including all other necessary materials, for their memorials.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

Major K. H. Price, Secretary,
The American Battle Monuments Commission,
Washington, D.C.

EXHIBIT R.

